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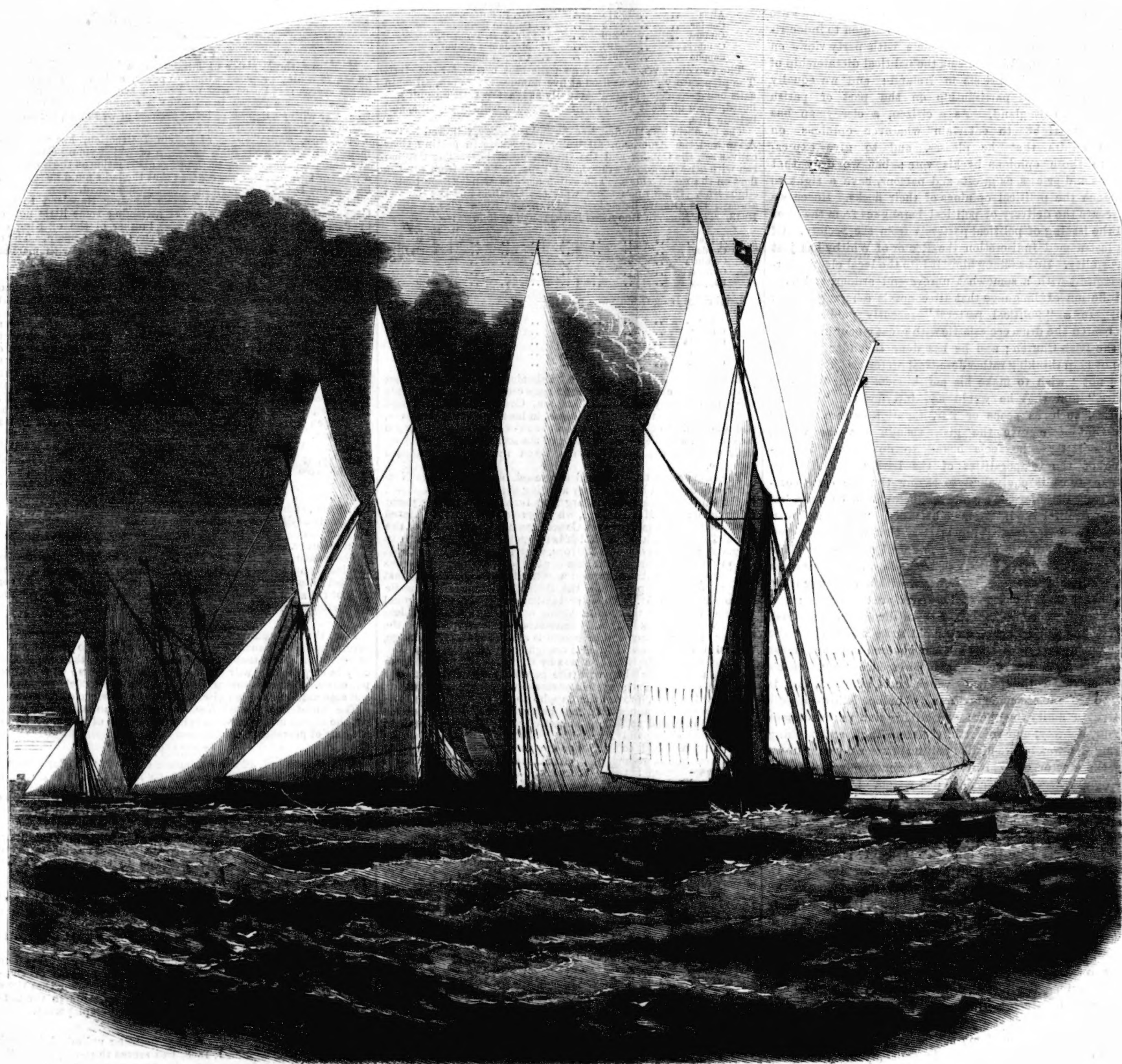
POLITICAL AFFAIRS.

MR. WARD HUNT, the Chancellor of the Exchequer, has published what he no doubt deems, and what the supporters of Government in the press affect to deem, a vindication of the present Government's management of the national finances. This so-called vindication may be aptly denominated a confession and an excuse. Mr. Hunt admits that the annual expenditure of the country, apart from the cost of the Abyssinian expedition, has increased about £3,000,000 sterling since the accession of the Conservatives to power, and he pleads the necessity for extraordinary disbursements as an excuse. But this plea does not meet the charge against the Government of which Mr. Hunt is a member, because it might be adduced to justify any degree of extra-

vagance whatever. An unskilful steward can always allege necessity for wasteful expenditure. The proof of skill in a financier consists in this, that where he has a large field to work upon he manages to secure efficiency when needed in one direction by economy in others; and the charge against the Conservatives is that they have not exhibited this skill, whereas their predecessors in office were doing so every year.

It is not enough to tell us that the money has been spent on such and such objects: that so much has gone to increase the pay of the Army and the Navy, and to improve the recruiting system; that so much more has been paid for new cannon and for the conversion of Enfield rifles into breech-loaders; and that the balance has been absorbed for

"shipbuilding purposes." Nobody doubted that the money had been spent on national objects, or supposed that it had been pocketed by members of the Government. The question is, not whether Ministers have been honest, but whether they have been wise. We want to know whether, where it was necessary to incur additional charges, as much might not have been accomplished at less cost; whether we have really in all cases got value for our money; and whether extra expenditure in one direction might not have been covered by savings in others. We gravely doubt the wisdom of much of the extra expenditure incurred since 1866—such, for instance, as the sums spent in providing guns for the fortifications at Spithead and elsewhere: first, because the utility of these fortifications is in the last degree



THE RECENT INTERNATIONAL YACHT-RACE ROUND THE ISLE OF WIGHT.

problematical; and next, because it is unwise to spend large sums on cannon of a certain make and calibre, while the whole question of artillery is in an unsettled and transitory state. And we are quite sure that the moiety of the three millions devoted to shipbuilding purposes has not yielded adequate returns; for we are as destitute as ever of anything in the shape of a fleet suited to the exigencies of the times, and have not even made a beginning of reform in this respect. We maintain, therefore, that some of the recent expenditure has been unwise; that much of it has been injudicious; that nearly all of it has been ill-timed; and that no compensation in saving has been given to the nation. This is in direct contrast to what obtained under the late Government. Mr. Gladstone was every year reducing the expenditure, he was every year mitigating taxation, and he every year had a surplus. All this has been reversed: in every department of the public service we have inflated estimates; no reduction of taxation is possible, because the era of surpluses has been succeeded by one of deficits. This, we say, indicates lack of financial skill on the part of the present Government; and no mere neatly drawn up statement of accounts will meet the charge.

We have placed Mr. Hunt's letter before our readers in its entirety, and we invite them to study it along with the statement of the matter given by Mr. Childers to his constituents at Pontefract, and published in our last week's Number. A comparison of these documents will at once show where the weak points of the Conservative case lie.

While freely admitting the right of every man, whatever may be his profession, to take part in public affairs, and allowing, moreover, that it was natural that clergymen should feel an unusual interest in the proposal to do away with the Irish Church, we confess we have a strong dislike of partisan parsons, and a very decided objection to clergymen making use of their office and the parochial machinery under their control to further party purposes. We cannot see by what right the teachers of religion should use the influence they possess as teachers of religion to indoctrinate the minds of their parishioners with party views on political subjects. We condemn the political dictatorship of the Roman Catholic priests in Ireland; and we equally condemn political partisanship on the part of parish clergymen in England. As a citizen, a clergyman has a perfect right to entertain whatever opinions on public affairs that he pleases, and to give expression to those opinions by his vote; but we deny that parsons and priests, as priests and parsons, have a right to influence the political opinions of their flocks. Hence we deprecate the delivery of political harangues from the altar and the issuing of political pastorals from the rectory. Of this last-named indiscretion the Rector of Whitby has just been guilty. He has flung himself into the local electioneering contest with a somewhat unreserved ardour, and with an inflation of language that ill conceals a merely sordid aim. In a "political pastoral," recently published, he has beaten the drum ecclesiastic with great vigour in defence of the Irish Church; and he has done so under what we cannot help thinking rather Jesuitical pretences. He says he does not "wish to make his parishioners either Whigs or Tories," and that he would not interfere in "common politics, such as peace or war, taxation or free trade;" but that—we give the gist, though not the words, of his letter—he feels bound to do battle in defence of the temporalities of the Irish Church. This, it seems to us, is equivalent to saying that he cares comparatively little for the earthly wellbeing of his people, but a great deal for the interests of his order. "Peace and war, taxation and free trade," are matters that very nearly concern the inhabitants of Whitby, as well as of every other part of the kingdom; but for these the Rev. Mr. Keene cares not, while his whole soul is stirred within him when the incomes of his Irish sacerdotal brethren are threatened; and he is determined to maintain those incomes unimpaired, even at the risk of keeping open old sores, and making the Irish people feel that they are a conquered race, and must always be treated as such. That is the essence of Mr. Keene's pastoral, that is the spirit by which he is actuated, that is how he seeks to reconcile brethren and induce fellow-subjects to live in amity together; and all his fine phrases about honour, honesty, and so forth, are mere rant, and nothing more. No wonder we dislike political parsons, seeing that, like the Rector of Whitby, they are almost always on the side of privilege, injustice, and oppression.

While on the subject of electioneering, we beg to quote the subjoined documents as specimens of the different spirit that animates, and the different style of practice that obtains among the two political parties now appealing to the country, and to commend the moral they teach to the careful consideration of electors, candidates, landlords, ladies, and all who take an interest in public affairs. A more striking contrast, or a better illustration of Liberal and Tory tactics, could not be found. Earl Russell has addressed a letter to the agent of his Irish estates, which has been circulated among the tenantry, and in which he says:—"As there may be a contest in Meath or Louth, and some misapprehension existed at a previous general election in regard to the conduct of one of my subordinate agents, I wish you would explain both to agents and tenants my views in regard to their votes. I have a right as landlord to expect that my tenants will duly pay the rents they have agreed to pay, and also that they will behave fairly by the land, and, if they

do not improve it, that they will, at all events, not leave it in a worse state than they found it. I shall be ready also to make fair allowance for any improvements they have made in any lease they may require. But, in regard to their votes, I have, as landlord, no claim whatever. I can only wish them to vote according to their own opinions, and shall not interfere in any way with their decision. Parliament has conferred votes upon those who are deemed fit to elect members of Parliament, and it would be a grave political offence to control the freedom of choice thus conferred." That is a Liberal landlord's views of his duties and his rights. Now for the other side. A certain Mrs. Burton has a considerable estate in Wareham, and she has issued the following laconic command to her tenantry in regard to their votes at the next election:—"Sir,—I request you will vote for my father, J. W. S. Erle-Drax, Esq., on receipt of this. I am, Sir, yours truly, H. E. BURTON. Mr.—, tenant, Bere Regis." Mr. Drax is a Conservative candidate for the borough; and of course, in the circumstances, his daughter's requests, like those of Sovereigns, must be regarded as equivalent to commands, and the tenants at Bere Regis will have to vote as she directs. Happy Wareham! free Bere Regis!

THE GREAT INTERNATIONAL YACHT-RACE.

We announced in our last week's Number the result of this interesting race. It will be remembered that the Sappho, an American yacht of the greatest fleetness and largest size, on arriving at Cowes from New York, lost no time in challenging any yachts in England to sail her round the Isle of Wight for a sweepstake of £20 each, with a time allowance that was considered to be all in her own favour, on account of her superior tonnage. She specially invited the four vessels that entered the lists against her, justly considering them to be the fastest vessels in the pleasure fleet of this country. The challenge was at once accepted on the terms proposed, and on the day selected by herself.

The morning of Tuesday, Aug. 25, was fine, with a bright sun and a nice sailing breeze from W.N.W. The vessels were moored soon after seven o'clock in the following order from the shore off the Royal Yacht Squadron Castle, the club having taken great pains to make all the necessary sailing arrangements.

Yachts.	Tons.	Owners.
Aline	215	Mr. R. Sutton.
Condor	215	Captain Ewing.
Oimara	310	Mr. J. R. Tennant.
Cambria	193	Mr. James Ashbury.
Sappho	310	Captain Baldwin.

The two outer vessels had drawn the best berths for the start. The preparatory gun was fired at five minutes before ten, all main sails being set at leisure. Punctually at ten the starting-gun was heard, when up went the sails, forestaysails, balloon topsails, and balloon jibs.

The Cambria was the first to cant and get away, followed by the Aline and the American, all being very smart in getting their canvas set, the Condor and the Oimara being last. The Sappho ran with her sails goose-winged, and kept well away from all the fleet on the north shore. The Aline and the Condor soon took a slight lead. Close upon them were the Cambria and the Sappho abreast, the Oimara being last. All passed Ryde Pier at about 10.43. The Norman Buoy was luffed round as follows:—

	H.	M.	S.
Aline	11	4	0
Condor	11	4	40
Cambria	11	4	45
Oimara	11	6	30
Sappho	11	8	40

Bembridge Ledge Buoy was passed—

	H.	M.	S.
Aline	11	29	5
Condor	11	31	0
Cambria	11	31	3
Sappho	11	31	50
Oimara	11	32	0

The sight at this time, with a freshening breeze, was no less beautiful than exciting. Three steamers crowded with passengers were in company from Southampton, Cowes, Portsmouth, and Ryde; while Commodore Thellusson, in his new yacht *Guinevere*, and a large fleet of yachts with their snow-white canvas and rapid movements, added to the grandeur of the scene, and indicated by their presence the great interest taken in this international struggle.

The Sappho is a truly magnificent vessel, built last year in New York, and declared by her owner as being the second fastest vessel in the United States. She is larger by far than any sailing yacht in England; and Mr. Baldwin, who represents the owner, stated that she had been measured at Cowes, according to the rule of the Royal Thames Yacht Club, which is recognised by all the clubs in England, and came out over 370 tons, whereas her New York Yacht Club rule of measurement makes her 310 tons, and she is 135 tons register by their national measurement, which has within the last few years been adopted from the British rule in the Mercantile Marine Act of 1854. These particulars will enable our nautical readers to comprehend the formidable craft which vessels of less than half her size so willingly consented to compete with for the honour of their country. Her length is about 130 ft. for tonnage, 26 ft. 6 in. wide, depth 11 ft., and draught of water only 11 ft.

The owner of the Cambria was by no means satisfied (and, we believe, the Condor also) with the Sappho being rated at only 310 tons, seeing that the system of measurement, which makes the Cambria 188 tons, proves the Sappho to be over 370 tons, and under the circumstances the owner only consented to postpone his foreign voyage and to sail as an act of courtesy to our American friends. So strong did Mr. Ashbury feel on this point that he personally proposed to Mr. Baldwin that the Sappho and the Cambria should be re-measured officially by Thames rule, and sail as a private match between themselves, irrespective of the existing match, to come off at the same time for a one-hundred-guinea cup, time according to Acker's scale. The American gentleman was not, however, disposed to accept the challenge. Off Dunrose, the Oimara carried away her balloon topsail yard, set a smaller one, and seemed to sail faster.

Off Ventnor, at 12.45, all the English yachts were in line abreast of each other, close on a wind, the Sappho nearly a mile astern. At one o'clock the Cambria made a board inshore, which was shortly afterwards followed by the other Britishers. The Sappho also followed suit, under the pilotage of the best pilot that could be engaged to ensure her safe navigation; but as this vessel drew less water than any of the English vessels, she could always keep out of danger by sticking to her rivals, if she thought by doing so she would gain an advantage. The Sappho was so long in going about, and moved so sluggishly, that spectators expected to see her miss stays. However, she did manage to come round upon the other tack. She had some time before hoisted her jib-headed topsail on her main, and lowered her foretopsail. At 1.15 the Sappho carried away her jib-boom, and at that moment all the English yachts were exactly by the land one mile ahead to windward. The wind freshened as they all neared St. Catherine's, the vessels shifting balloon to working topsails. The loss of the jib and jib-top-sail to the Sappho did not materially diminish her speed—if, indeed, it can be said that she ever did exhibit that important element for which yachts in Europe are so celebrated. The four English yachts had a dead beat under the land to the south point of the island, while the American preferred a long reach off the

land, so as to weather the Needles in one tack. Off the lighthouse, at 2.45, the Oimara was slightly ahead of the Condor, the Cambria being a minute or two astern, and the Aline dropping last as the breeze freshened; the Sappho, hull down to seaward, miles astern of the fleet—the *Guinevere*, *Egeria*, *Gloriana*, and a fine yawl sailing well in company, and all beating the stranger. The Countess of Cardigan's steam-yacht *Sea Horse* was also in company. At four o'clock the Oimara and the Cambria tacked off shore when close into Freshwater Bay, the former being the headmost vessel. The Sappho is not copper-bottomed, and it is said that it is not usual to copper yachts in America. It appears that during the severe gale on the preceding Saturday the Sappho drove with her anchor, and received some slight injury, against the Royal yacht buoy, so that it was deemed prudent to dock her to repair the damage, which gave the opportunity to scrub and blacklead her bottom. The weather was very delightful, with a noble sailing breeze, when the Needles were rounded by

	H.	M.	S.
Oimara	4	28	20
Condor	4	30	0
Cambria	4	32	15
Aline	4	37	0
Sappho	—	—	—

Balloon topsails were now set (square sails not allowed, the Sappho having none), and the run up the Solent was at the rate of eleven knots an hour through the water. The Cambria passed the Condor off Yarmouth, and, gaining on the Oimara, passed her at 5.25, and became the leading vessel, the Aline at that time being the last of the four English yachts; but, as she was able to carry her jib topsail and run more out of the tide than the two Scotch cutters were able to do, on account of their heavier draught of water, she became second vessel. The Sappho not in sight. The flag-boat at Cowes was passed—

	H.	M.	S.
Cambria	6	17	18
Aline	6	19	26
Oimara	6	22	42
Condor	6	25	45
Sappho	8	0	0

The Sappho arrived just as the town clocks were striking eight; all the others having anchored long ago and furled their sails.

Every height of the island was crowded with spectators, and upwards of 100 yachts, with every available boat, were under way in the Solent; among them was the Admiral's yacht from Portsmouth. It may be truly said that this is the most important match ever sailed in this country; the English yachts each being the largest and fastest which we can boast of.

The result is that the Cambria has beaten the Aline by 4 min. 51 sec.; the Condor, by 11 min. 10 sec.; and the Oimara by 14 min. 23 sec.

Foreign Intelligence.

FRANCE.

M. Magne, the Minister of Finance, at a banquet at Dordogne, on the 26th ult., proposed a toast to peace, and said in the course of his speech:—"Peace will be lasting, because Europe needs it and the Emperor desires it. France is strong enough to abstain from war without danger of being accused of weakness, for no one has any interest in disturbing her."

M. Duruy, the Minister of Public Instruction, has magnanimously passed over the little escapade of which young Cavaignac was guilty on the occasion of the prize distribution at the Sorbonne a week or two ago, and has ordered that the lad should be received back at the Lycée as though nothing had happened.

The marked honours paid by the Emperor Napoleon to the Count and Countess of Girgenti are attracting some little notice in Paris. The Count is a younger brother of the ex-King of Naples; the Countess is a daughter of the Queen of Spain. There is no special reason, it is urged, for treating them with marked distinction, unless as a rebuke to Italy in the person of Prince Humbert and Princess Margaret, who recently visited several German Courts, but did not go to France. On Monday a grand fête was given to the Count and Countess at Fontainebleau, most of the Ministers and several high functionaries being invited.

The Court of Appeal has confirmed the sentence of the Lower Court which condemned M. Rochefort to one year's imprisonment and a fine of 10,000 fr., for the articles in the number of the *Lanterne* first seized by the police. Notwithstanding the unusual efforts made by the French Government to prevent M. Rochefort's *Lanterne* from entering France, that publication continues, it would seem, to cross the frontier in considerable numbers. M. Rochefort, having now nothing to hope and nothing to fear from the French Government, has grown more violent than ever in his opposition.

Madame Victor Hugo, who died a few days ago, was buried last Saturday, at Villequier, near Caudebec, in Normandy. Her mortal remains were laid beside those of her daughter Leopoldine, who was miserably drowned, a bride, with her young husband, twenty-five years ago, on Sept. 4, 1843. Victor Hugo was not present at the funeral, as he will not enter France. It was by her express wish that Madame Hugo was laid in the same grave with her daughter. M. Paul Foucher, her brother, the well-known dramatist, was the chief mourner.

The commission for fixing the indemnity to be granted to the Mexican bondholders has completed its labours. Every bondholder entitled to indemnification will, as a first instalment, receive 30 per cent of the amount of his share of the capital appropriated for the liquidation of the claims.

SPAIN.

From the Peninsula we have intelligence of the appearance of several insurgent bands in the mountains of Toledo; but Spain is in such a state, and these risings are so frequent, that we should only be surprised at their non-recurrence. Of course they will be put down. A more serious fact is, that a secret depot of powder and ammunition has been discovered in the province of Alicante.

The Ministerial journal *Espana* publishes an article pointing out the urgent necessity of carrying on works of public utility as a means of preventing revolutionary outbreaks.

GERMANY.

A conference of Plenipotentiaries of the North German and South German States will shortly be held at Berlin to discuss a proposal for a general postal treaty with Italy.

The *Neue Fremdenblatt* of Vienna states that recent rumours of the intended abdication of the King of Saxony, which, however, have been declared to be without foundation, were caused by considerable modifications which are about to be made in the military convention between Saxony and Prussia. These modifications are intended to give a greater extension to the objects of the convention.

AUSTRIA.

The Vienna *New Free Press* announces that the Minister of Justice has notified the superior civil tribunals that in case the clerical courts should refuse to deliver up any documents in their custody when required for legal purposes, they must be forced to do so by the employment of legal execution.

The Minister of the Interior has issued a circular addressed to the Governors of the provinces referring to the political organisation of the empire. He expresses strongly his opinion that those officials who give their countenance to parties hostile to the Constitution should be removed from Government employment.

RUSSIA.

An Imperial ukase has been issued granting unlimited furlough to all troops who on Jan. 1, 1868, had served thirteen years in the army, and limited furlough to all those who on that date had served ten years. The only troops excepted in this degree are those in the military district of Warsaw, where furlough will not be granted until after the military manoeuvres which are to be

witnessed by the Emperor during his approaching visit to that city.

The Governor-General of Eastern Siberia is about to proceed to the Chinese frontier, in order to settle definitively the boundaries of China and Siberia, in conjunction with a Plenipotentiary from the Government at Peking.

The *Breslau Gazette* says:—"The Bishop of the cathedral town of Plotzk, in Poland, has been arrested and sent off to Siberia, under the sentence of deportation. This treatment is owing to his refusal to send a delegate to a permanent Roman Catholic Synod, which the Russian Government is intent upon convoking. The Bishop refused to obey this summons on the ground that he, in his quality of Bishop of the Roman Catholic Church, was only a dependent of the Pope, and did not recognise any collateral authority, such as the synod referred to."

GREECE.

A warrant has been issued for the arrest of M. Comoundouris, late President of the Cabinet, and now chief of the Opposition, together with four others, for their conduct during the recent elections.

THE UNITED STATES.

The House of Representatives of South Carolina has passed a bill prohibiting any distinction on account of colour in hotels or public conveyances being made for the future.

The Republicans have carried the elections in Vermont by a majority of 28,000. This is 8000 more than that of last year, and is much greater than was expected.

The Democrats have carried the elections in the territory of Idaho, returning their candidate as delegate to Congress.

Mr. Pendleton is canvassing New England for Mr. Seymour and Mr. Blair, and has been enthusiastically received in the State of Maine.

After the adjournment of a Republican mass meeting at Atlanta, Georgia, the negroes resisted an attempt of the police to arrest disorderly freedmen. The citizens reinforced the police, and two negroes were killed and several wounded. It is reported that the Ku Klux Klan outrages are increasing in Tennessee.

The Ohio Democrats have nominated Mr. Vallandigham for Congress.

MEXICO.

Mexican advices report that the expedition sent out by Juarez for the suppression of the insurrection at Alvarada has been unsuccessful. An outbreak against Juarez is apprehended at Vera Cruz.

THE WAR IN PARAGUAY.

On July 16, in consequence of information received that the Paraguayans were evacuating Humaita, 12,000 allies advanced against the works and captured a redoubt, but were compelled to retreat, during which the Paraguayans opened a terrible fire upon them. The Marquis de Caxias estimated the loss of the allies at 600, but other officers state that the loss was more. In a second engagement, on the 18th, the allies attempted to expel the Paraguayans from a battery in the Chacos, but were repulsed. A rout ensued, the troops being pursued by the Paraguayans. The loss of the allies is officially stated to be 550 men killed and wounded.

The Paraguayans evacuated Humaita on the 25th, and, unperceived by the allies, crossed over to the Chaco. The allies took possession, and found no food, but a considerable quantity of ammunition and 200 cannon, which had been spiked. Those of the waterside batteries were thrown into the river. In the rear of the river Teguay General Lopez had raised defences of a formidable character, extending to the centre of Paraguay, and beyond where ironclads could operate. To attempt taking these works and follow Lopez to his arsenals and base of operations at Villa Rica was considered impossible, and would have entailed a greater waste of life and treasure than even hitherto had been the case.

HAYTI.

According to intelligence from Hayti, published in the New York papers, Salnave had imprisoned the Prussian Consul and also threatened the life of the British Consul, whereupon her Majesty's ship *Favourite* made preparations to bombard Port-au-Prince.

CHINA.

It is rumoured at Hong-Kong that Europeans have been appointed to assist in the Government Boards at Peking.

JAPAN.

The Mikado's troops have been victorious in a fight with the late followers of Stotsbashi, near Jeddo.

Nagato is to be opened to foreign trade.

The French have received reparation for the murder of their countrymen at Sakhal.

A severe typhoon passed over Nagasaki on June 27.

Several native Christians at Nagasaki have been condemned to be drowned, whereupon the treaty Consuls remonstrated, but the result of their intervention is not yet known.

AUSTRALIA.

General satisfaction is expressed in Melbourne at the settlement of the Darling difficulties. Mr. McCulloch's Cabinet includes several new men, and some re-elections will be hotly contested. Parliament was to reassemble on Aug. 7, and a short session was proposed, to pass the supplies and to authorise a loan for the completion of the waterworks and the railway extension in the north-east.

There has been a great rush of persons to the Queensland gold-fields.

THE RAILWAY DISASTER NEAR ABERGELE.

THE INQUEST.

THE inquiry is conducted by Dr. Evan Pierce, Coroner; with Mr. Eytton, of Flint, as his assessor. Mr. Littler, of the Northern Circuit, appears for the London and North-Western Company; Mr. Goddard, solicitor, of Dublin, appears for the relatives of the late Lord and Lady Farnham and of Mr. and Mrs. Aylmer; Mr. David Galbraith, of Dublin, is watching the proceedings for the family of the late Sir N. Chinnery; Mr. Edwardes-Wood, solicitor, of Birmingham, is present on behalf of the relatives of the late Captain Priestley Edwardes and of the relatives of other deceased persons.

A Miss Roe, concerning whose fate there were different rumours, is now known to have perished; and the certainty of her death completes the list of thirty-three names, answering to the number of bodies distinguished by the surgeons.

As we have already mentioned, the early stages of the investigation were attended with a good deal of squabbling between the Coroner and the relatives of the deceased, occasioned in a great degree by the eccentric manner in which Dr. Pierce conducted the business. More method, however, has been introduced into the later stages of the proceedings.

Williams, an old labourer, living at Lynyrey, who began to give his evidence in Welsh, but, confessing to a "very little" English, was examined in the Imperial though despised language, said he had gone to a field near the railway to smoke a pipe, and was looking in the direction of Abergele when he saw the mail-train coming on the down line towards Llanddulas. He noticed, when he turned the other way, that two lots of waggons were coming back on the incline. He could not say how fast they were travelling, but he knew he could not have caught them if he had tried. "Did you see them meet the mail-train?" asked the assessor. "Yes." "And what did you see when they met?" "Smoke and fire." He heard the noise of the "knock" and ran to the scene of the accident, where he found half the train in a blaze, and helped to take the mails out of the post-office van.

The next witness was Catherine Dickin, who is the wife of a labourer living in a cottage at the foot of the embankment of the line, and who told a most wonderful story. Mrs. Dickin was, without doubt, as soon as the field of the accident as any person

not in the train; but it is conclusively proved that her account is a mixture of fact and imagination, the latter predominating largely. She said that, in a carriage belonging to the front part of the train, before the post-office van—she was quite sure of this—she saw and spoke to a lady; and that in another carriage was another lady, who had a child with her. This child Mrs. Dickin wanted to catch in her frock, which she "rose" for that purpose, but the lady would not throw the child from the window. "Leave me alone," was what one of the ladies said in answer to Mrs. Dickin, when she implored those in the carriages to make their escape from the flames. If her own dress had been of cotton, she remarked, it would have caught fire. She could not say that she saw any other passengers than those two ladies in that part of the train; she was so horrified that she noticed nothing else. To the best of her judgment, they might have had time to get out if they had tried. She saw nobody to talk to on the line; but she saw Arthur Thompson, the driver, coming from under the carriages while she was speaking to the ladies. The witness, when asked by the assessor whether she might not have been mistaken in supposing that the ladies were in the first part of the train, said she was quite sure she had passed the net of the post-office van, and that the ladies were not in the hinder carriages. The fire and smoke appeared to be approaching her. She placed her hand on the handle of a carriage door, and was obliged to take it away because of the heat. In answer to Mr. Edwardes-Wood, the witness said she saw an elderly gentleman with grey whiskers in that part of the train. "I took notice of his whiskers, and he appeared to be alive," the witness said, very deliberately. She only tried one handle and found it too hot. She "rose" her frock, hoping that the lady would throw the child. It might be ten or eleven years old, but she could not tell whether the child was a boy or a girl. Mr. Littler asked the witness how long it took her to go from her house, which is down below the line, to climb a wall by means of a ladder, and to traverse a quantity of ballast; but she could not tell. The lady with the child could see the flames, and the child had its face towards the engine. There was not more than one child, and she could not say whether that child was a boy or a girl, though she had formed some opinion as to its age. Mr. Littler reminded the witness that she had told several stories out of court, and they did not all agree. Had she not said there were three children? Yes; or, at least, she had said there were children. She believed there were three. The smoke and flame were driving down upon her, and yet she could stand there; and the people she saw were alive, and did not scream, and were not frightened, although the door-handle was so hot. The lady she first spoke to was in the carriage nearest the fire. She did not speak to the engine-driver, and did not know what he did, or where he went, or what became of him. She believed they had taken him off. She might have spoken to some ladies and children in the after part of the train, when young Pedder had seen her; but she had also spoken to the two ladies who were in the carriage before the net. A sharp altercation—not the first—occurred here, between Mr. Littler and Mr. Edwardes-Wood, the last named gentleman insisting on a right to put questions to the witness. After the reading of her deposition, Mrs. Dickin was asked by the assessor in what direction the smoke and fire went, and she said from Holyhead towards Chester. This statement was then added to what had been taken down. Mr. Littler said that, though he quite believed the witness to have told what she thought was the truth, her story was so extraordinary, and suggested such an aggravation of horrors, that he felt the necessity of sifting all the statements Mrs. Dickin had made. It was, he believed, the anxious desire also of the relatives of those who had lost their lives in this terrible accident that this should be done. Lord Farnham, who sat at the table opposite the learned counsel, assented; and Mr. Littler observed that, of course, he had been aware of Mrs. Dickin having told a strange and incredible tale, and had prepared himself to meet it when told again in court. He had asked one or two questions of the intelligent little boy, son of Mr. Pedder, of Llanddulas, and the answers had by anticipation served to show that Mrs. Dickin had seen and spoken to persons in the after portion of the train, which was not on fire.

Mr. W. Uniacke Townsend said he had got into the third or fourth carriage behind the van at Euston-square, and did not change his carriage at Chester. He was sitting on the land side of the compartment, by the window and facing the engine, with his sister-in-law opposite, when the collision between Chester and Holyhead occurred. Just previously he had turned to his brother beside him, and had drawn his attention to a ship near the line. The collision then took place, and he (the witness) was thrown against the lady who was sitting next his sister-in-law on the centre seat of the compartment. The witness continued:—"The side of my face and head was thrown against the partition of the two seats, and the brim of my hat struck my face and cut it. I then sat back in my seat, expecting that the train would go on; for my impression was that the collision was very insignificant. I then looked out of the carriage window on the south side, and at a distance of about four or five carriages in front I saw smoke and flames. We then opened the door, which was unlocked, and got out, handing out the two ladies. I heard no explosion, but only a grating, rumbling sound. When I looked out of the train I saw a number of heads thrust out of the windows, and I heard the words, 'What is it? What is it?' but no cry or shriek. The words I heard came from carriages in front of me. Having placed the ladies in safety, I went along the south side of the train to the post-office van, and heard the guard calling for help. I assisted in dragging the mails away from the fire. The carriages in front of the post-office van were all in flames, and I am certain there was not the slightest sound from those carriages. I pulled one of the large mail-bags back along the cutting, and I don't think I drew a second. Then I went and made an endeavour to uncouple the carriages immediately behind the mail-van. The engine-driver, with his face covered with blood, came up and assisted me; and men then shoved the carriages back. I then sent a man along the line to prevent another collision. I was unable to loosen the irons, and I went to the north side and hunted for a stone. About six or seven yards in front of me was a barrel, and several barrels in front of that, not so large as beer-barrels, but about three feet high. There was some one cutting the leathers connecting the two parts of the van. Then a cry was raised that the boiler was about to explode, and I carried some ladies to a place of safety, one of them being, as I heard afterwards, the Duchess of Abercorn. I found the Marquis of Hamilton, who was greatly exhausted, and complained of a pain in his chest. I carried him away, placed him under a tree, and gave him some brandy. I may mention that, as soon as the collision took place, it is my impression that the train moved on. I only opened my own door, but I saw the passengers getting out without unlocking any of the doors on the south side. My brother took a key from the guard and opened some carriages on the north or six-foot side. The wind was blowing obliquely from the sea, carrying the smoke mostly to the south or platform side. I should say there was less flame and smoke on the north side than I had seen on the other, but there was so much that I could not see through it. This was while the man was cutting the leather. I and the ladies with me did not sit half a minute before we got out. I was not stunned, nor did I know that I was cut on the face till the following day. I did not stay to administer any brandy or cordial to the ladies—they did not require it—but I ran at once to the mail-van, the front of which was then, I think, on fire, the flames rushing over it with great rapidity. I was not aware that there was a passenger-carriage in front of the mail-van. I could not see forward, and am sure there were no living beings in front of me. The stone I picked up was on the north or six-foot side. I saw no one on that side when I picked up the stone. There may have been some one behind me, but not near. The intervening barrels were on fire, and that prevented my seeing distinctly the train that was burning. There was so much flame and smoke on the six-foot way that I

never knew there was any passenger-carriage in front of the van next me.

Miss S. A. Haughton, a visitor in the neighbourhood, said she was on the spot soon after Mrs. Dickin, whose evidence she substantially confirmed. Witness stood at the top of the embankment just after the collision. The fire rose a little above the top of the banks, and she had to remove from the place because the heat was so great. The smoke came straight across the line and was blown in her face, but not so much as to prevent her seeing. She was on the north or platform side, but nevertheless persisted in her statement that, from her elevated position, she could see Mrs. Dickin on the other side of the train "pleading" with ladies to leave their carriages.

Alfred Sara, driver of the goods-train, said he took up two waggons containing barrels of paraffin at St. David's Works, near Chester. He knew they contained some kind of oil. The waggons were placed at the rear end of the train, in front of the break. The time to leave Abergele, where the train stopped for a few minutes, was 12.15. He left five minutes earlier, and reached Llysarn siding, close to Llanddulas, in a few minutes. The signal was put up to danger as soon as the witness arrived, to prevent anything else coming up. There was not room on the siding for the whole of the train, or it would have all been shunted in. There were two breakmen that day, and witness received instructions from both of them. One of the breakmen—he did not know which of them—unhooked a portion of the train at the tail end. Richard Williams gave witness the signal to go ahead, but he could not say that it was or was not Williams who had unhooked the waggons at the end of the train. For ten minutes the break-van and the three waggons next it, or more, remained on the line. He received a second signal to stop, and a third to come back. The last signal was given by Robert Jones, jun. The witness said he then "fly-shunted," or would loose by giving them an impetus, ten or twelve waggons into the siding. They were the last waggons after the others had been left standing on the main line, and witness believed it was Robert Jones who had unhooked them. The place was on an incline, though he did not know the gradient, and he should have thought where waggons would have gone down by their own weight, and without any backing of the train. Having backed, he brought his train to a standstill, and was again sent ahead by a signal from Robert Jones, who also gave another signal to stop, and a third to come back into the siding to push some more waggons in. This was not a "fly-shunt," but a bodily shunt of the train in order to make room for the Irish mail to pass. The person holding the points was the station-master's son. Witness then saw the waggons going down towards the tail end of the train, and Williams and Jones running after them. The witness did not see the waggons strike those that were left on the line; but he saw both lots of waggons moving thirty or forty yards apart. They remained in his sight a very few seconds, as they ran round the curve. The witness started to run after them, but was stopped by Richard Williams. As nearly as he could say, it was twenty or twenty-five minutes past twelve when he reached Llanddulas; and it was about thirty-five minutes past when he saw the waggons starting. The Irish mail was due to pass Abergele at 12.34, and would be due at Llanddulas at 12.38.

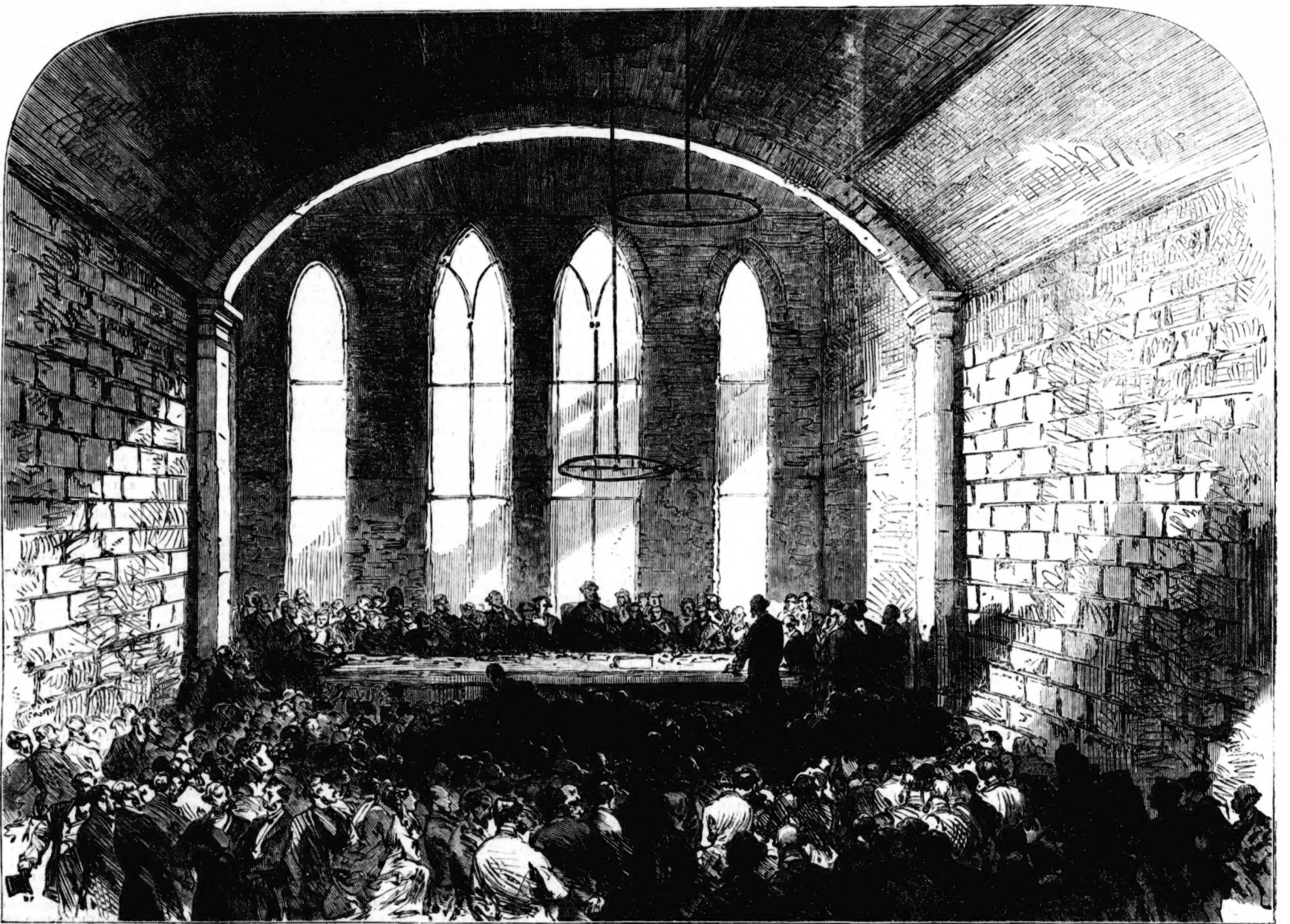
"We have a book of instructions with reference to shunting. It contains a rule directing that, when we arrive at a station at which a passenger-train is due, we must shunt at least ten minutes before the train is due and remain there five minutes after it has passed. On the day of the accident, from the time we arrived at Llanddulas and the time the mail was due, it was impossible for us to be shunted ten minutes before the mail came up. Llanddulas is the station at which we were ordered to shunt. We shunt there as a rule; but, if necessary, we may shunt at Abergele or Rhyl, and sometimes do so. Its rests with the discretion and judgment of the brakeman. It was from twenty to twenty-five minutes past twelve when we reached Llanddulas on Thursday, Aug. 20. The reason why we did not shunt to the siding as soon as we arrived was that I could see that it would not hold the whole of the train. There are two lines of rails at the siding, and I was using them both to get our train in, so as to clear the line for the mail. Our train was not an unusually long one on that day. Under any circumstances, the siding at Llanddulas would not hold the whole of our ordinary train on a single line. Even if we had had nothing to leave at this siding, we must have divided the train in order to shunt. The siding is under the control of the station-master, but I do not know whether or not it is the company's property. The train, even at stations, would be under the control of the brakeman, but the station-master gives orders as to any work to be done. I receive my orders from the brakeman. There is a train, No. 15, which starts from Chester at 9.45, is due at Abergele at 11.55, ten minutes before our train. I don't know what became of it on the day of the accident. It should pass us at Rhyl, but it did not on that occasion. The line at Llanddulas is on an incline; but, to the best of my judgment, I believe the lines on the siding are on the level."

Thomas Davis, fireman of the goods-train, said:—"I remember reaching the Llanddulas station on Thursday, the 20th, Alfred Sara being the driver of the train. We shunt our train at Rhyl, Abergele, or Llanddulas. On the day in question we intended to shunt at Llanddulas. There was no room for the train as a whole in the siding. There was room on both sets of rails for the trucks of which the goods-train was made up. I think the train itself was too long to be put in on one set of rails, even if there had been no waggons there already. I don't know whether there were waggons there when we reached. We had empty waggons to leave there. Richard Williams unhooked the end of the train. Subsequently I saw three waggons going back towards the waggons and van which had formed the tail of the train. Those three waggons had been 'kicked' back. I saw no one putting on a brake on them. I saw the brakeman running after them. I saw the tail-end trucks running, as well as the three other trucks. I don't remember any occasion on which we were unable to shunt on one or both lines at Llanddulas. I do not remember waggons having escaped and run down the line on any occasion. When we kick off waggons at that spot it is not usual to put the brake on them. The station-master's son was at Llanddulas on the day in question. He was working the signals. There was a danger signal up at the station when we were shunting, and a distance danger signal was also up. I did not see the distance danger signal worked that day. I did see the semaphore signal at the station worked. The station-master was on duty and at work that day. The station-master's son held the points during the first shunting."

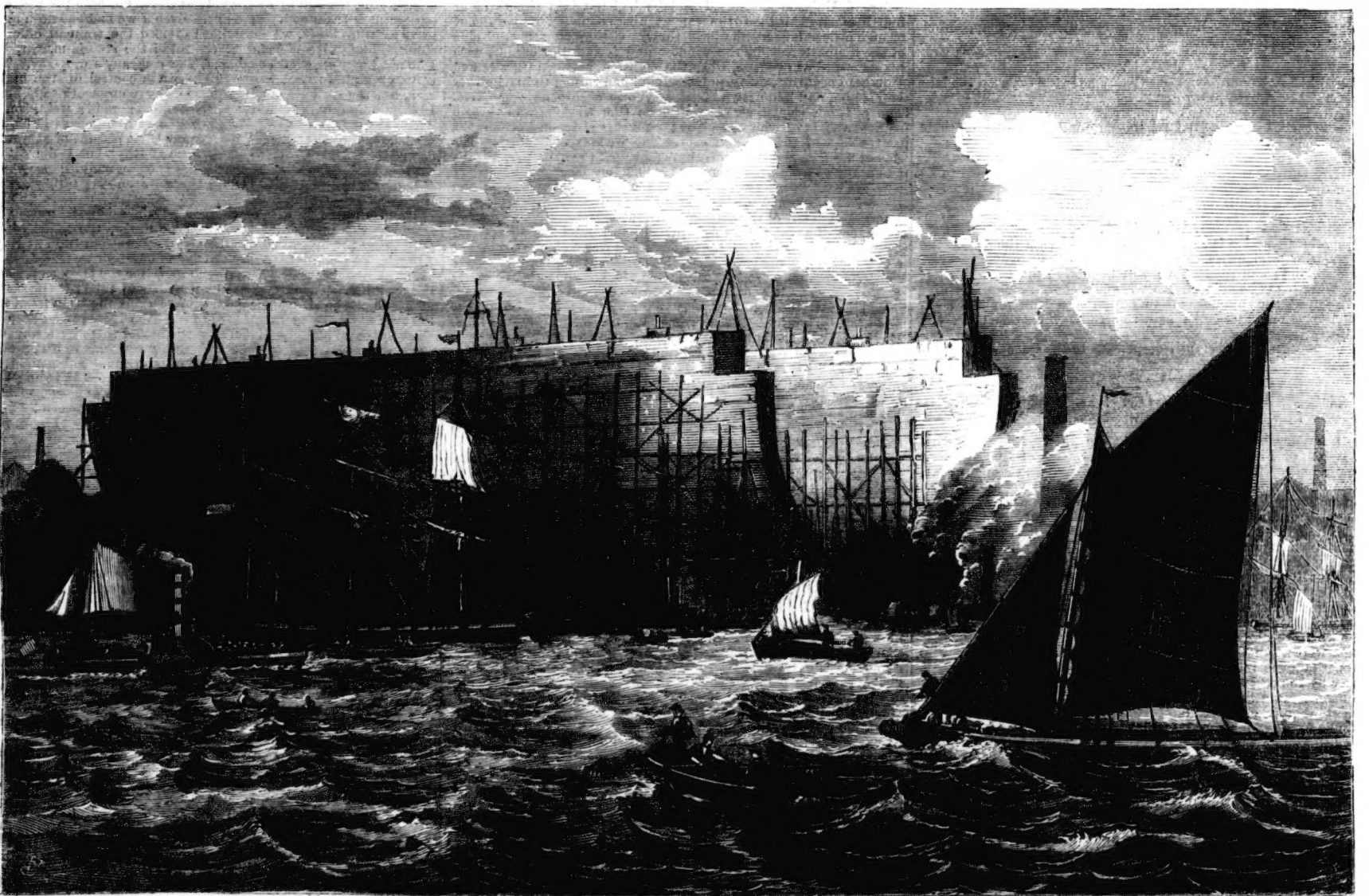
Eaton's son, a boy of thirteen, in the company's service for the last three months, stated that on one occasion, before he entered the company's service, he saw trucks running down the incline to near the place of the accident, from which they were brought back by an engine.

Samuel Eaton, the station-master at Llanddulas, stated that it was his duty to regulate the shunting of trains, and that, according to the rules, the goods-train should have been shunted ten minutes before the mail was due. On the day of the accident he continued the shunting because he thought he could complete it in time to prevent the mail-train from being stopped, although he knew that it could not be done within the time specified in the printed regulations.

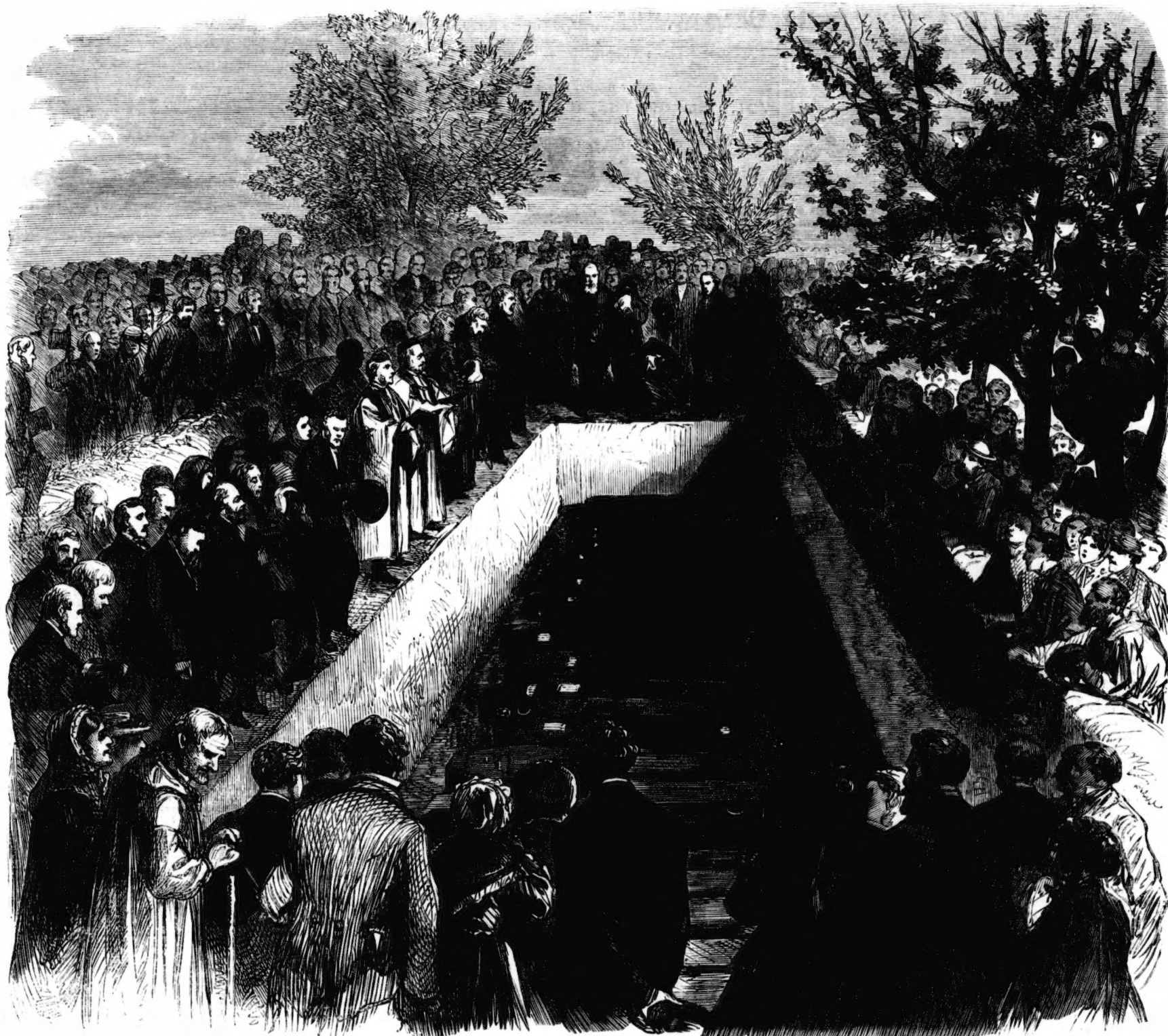
Thompson, driver of the mail-train, stated that, having turned off the steam and jumped off the engine, he was on his legs in a moment after the collision, and gave his key to a gentleman who asked for it. While he was helping to uncouple the post-office van he states that he heard some lady in the carriages in front which were burnt tell Mrs. Dickin "to mind her own business!" On the other hand, Hinton, the guard, stated that he was at the burning carriages before Mrs. Dickin, and that it was impossible for her or any one else to have spoken to any passenger in them. Mr. Kennedy, a passenger, who had the carriage-door key from the driver, confirms the testimony of the guard on this point.



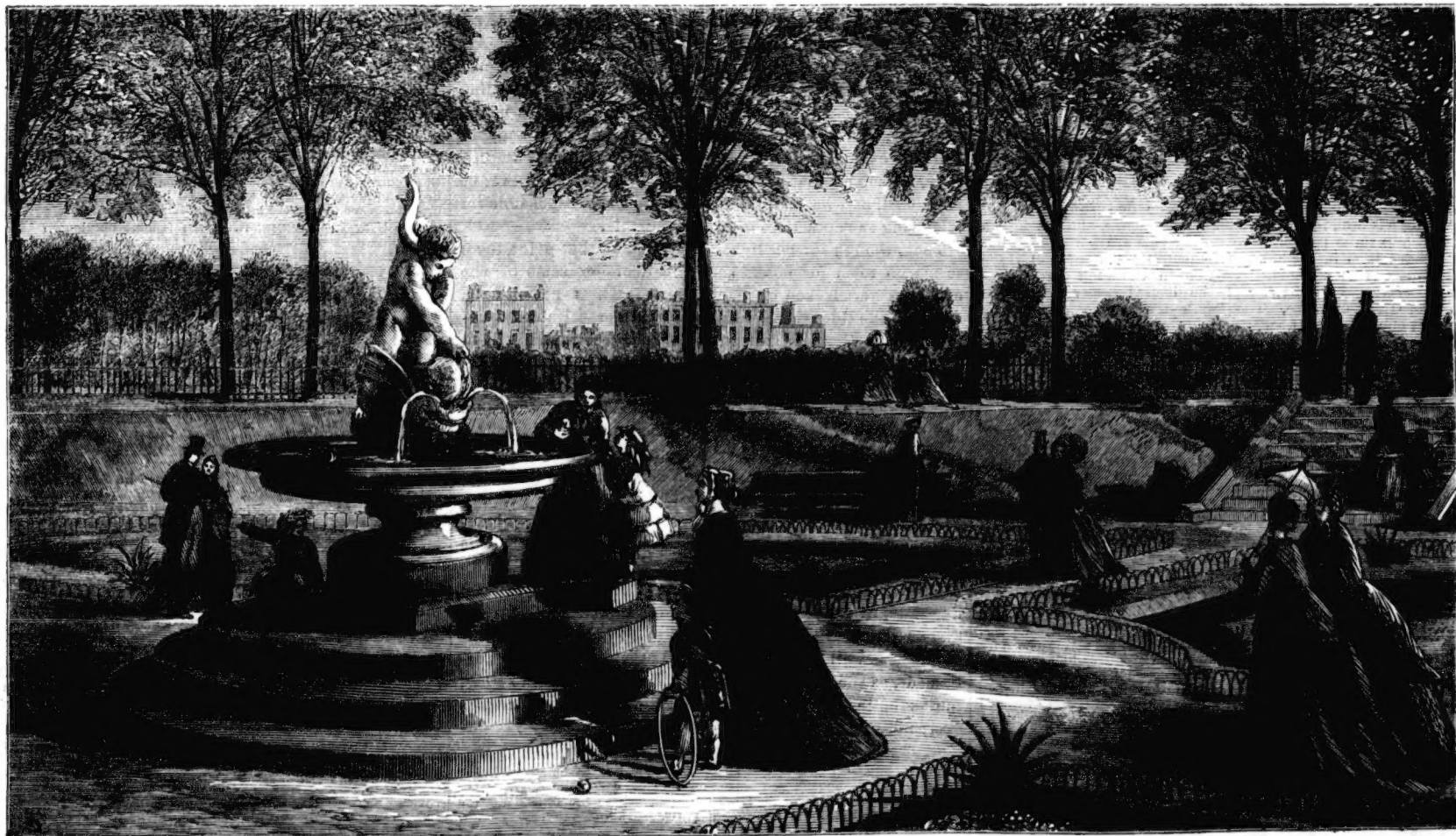
THE LATE RAILWAY DISASTER: THE INQUEST IN THE TOWNHALL, ABERGEELE.



THE NEW FLOATING DOCK BELLEROPHON, FOR BERMUDA.



THE LATE RAILWAY DISASTER: FUNERAL OF THE VICTIMS IN ABERGELT CHURCHYARD



DRINKING-FOUNTAIN IN THE SUNG GARDENS, HYDE PARK.

THE NEW FLOATING DOCK FOR BERMUDA.

A LARGE number of iron vessels has of late years been added to the Royal Navy, and the difficulty of sheathing them with copper, save at an enormous outlay, has necessitated a great increase of dock accommodation, both at home and in the colonies, for the purpose of enabling them to be periodically docked and cleaned. It was to supply this want at Bermuda that the Admiralty gave orders for the construction of the large floating dock which was to have been launched at North Woolwich on Wednesday, but which would not move an inch when the dogshores were knocked away. Two hydraulic rams were brought into requisition, but notwithstanding every effort, the huge mass of iron, which weighs about 9000 tons, remained stationary. Renewed efforts subsequently made may, perhaps, have been successful by the time our paper reaches the hands of the reader. This dock has been built at a cost of nearly a quarter of a million sterling, by Messrs. Campbell, Johnstone, and Co., of Albert Works, Silvertown, from plans patented by Mr. Campbell, a member of the firm, and is, we believe, the first of its kind ever constructed. Its enormous size can really only be appreciated on a visit, though the following figures may help to give some idea of it:—The extreme length is 384 ft.; length between the caissons, 333 ft.; extreme breadth, 124 ft.; breadth inside of dock, 84 ft.; total depth, 75 ft. 6 in. Its own weight is about 8400 tons, and it will be able to lift a vessel weighing as much as 10,500 tons, so that its total load-displacement will be about 19,000 tons. The section of the dock, which is U-shaped, is similar throughout. Its sides are exactly parallel, save at the extreme ends, which are slightly tapered for convenience of moving through the water when the dock is being towed. It is formed of two complete skins extending right fore and aft at a parallel distance of 20 ft. apart. The space between the two skins is divided in half by a watertight bulkhead running along the middle line the whole length of the structure, and each of these halves is divided into three chambers by similar longitudinal bulkheads. The upper chamber is termed the "load" chamber; the second, the "balance" chamber; and the third and lowest one, the "air" chamber. The uses of these chambers will be explained presently. There are also nine main watertight ribs extending from keel to gunwale, so that the space between the two skins is further divided into eight compartments, making forty-eight watertight cells altogether. Between the main ribs the two skins are strengthened by intermediate frames formed of deep plates and angle-irons.

When it is required to dock a ship the first operation is to pump the "load" chambers full; this takes eight hours to perform, and when completed sinks the dock below the level of the longitudinal bulkheads separating the "air" and "balance" chambers. Valves in the outer skin are then opened, and sufficient water admitted into the "balance" chambers to sink the dock low enough to allow the vessel to be taken in. The caissons are next put in place and secured, and the water run out of the "load" chamber, which of course causes the dock and the vessel in her to rise, the water in the dock being allowed to decrease at the same time by opening sluices in the caissons. The water is now let out of the "balance" chambers into the dock, and the dock is trimmed by this means, if it should be on one side. All the water now in the dock is let into the "air" chambers by valves in the inner skin, and thus the inside of the dock is left quite dry. The letting of the water from the "balance" chambers into the dock, and thence into the "air" chambers, does not alter the dock's displacement, as the same weight of water still remains. To undock the vessel it is only necessary to open the valves in the outside skin of the balance chambers, so as to fill them, and also to open the culverts in the caissons. This sinks the dock to the required depth.

The dock is fitted with eight steam-engines and pumps, four on each side. Every pump has two suction, each emptying one division of an "air" chamber—one on each side of a main rib—or, when required, filling one division of a "load" chamber. It is, of course, necessary to have these pumps, so as to fill the "load" chambers, in order to dock a ship, and also to empty the "air" chambers, so as to prepare the dock for another job. As the dock was built of iron, it was considered advisable to make arrangements for cleaning and painting its bottom; and this object is attained by filling the load chamber on one side with water, which causes that side to sink, so as to bring the middle line of the dock about 5 ft. out of water. Of course, the U-shaped section of the dock greatly assists this operation. We believe that all the existing floating docks must be beached or docked before they can be cleaned—operations both obviously impracticable in the present case. The inside of the dock is lined throughout with teak, in short pieces, so as to be easy of removal, and has the necessary altars, &c., for "shoring."

After the launch the dock will be removed down the river to Woolwich Dockyard, where it will probably remain till next spring, when it will be towed to Bermuda. During the voyage out a crew of sixty men will be carried on board the dock, where quarters are already being fitted up for them. For convenience of steering the enormous mass, a balance rudder of peculiar shape has been fitted to one end, and is expected to give good results. The anchors for the dock weigh 95 cwt. each, and are secured by 2½-in. chain cables.

DRINKING-FOUNTAIN IN HYDE PARK.

HOT weather is upon us again; thirsty souls abound in the community, and drinking-fountains have become once more one of the greatest blessings benevolence has conferred upon the denizens of the metropolis. In no place are these reliefs to the thirsty so much needed as in the parks; and the few that exist in those localities are of inestimable value. The one shown in our Engraving has been in position now for some time, and has been a great boon to those persons who, during this extraordinarily hot season, have been in the habit of frequenting that part of Hyde Park where it is situated. This is in the sunk gardens recently constructed on the site of the disused reservoir opposite the Mount-street entrance. This fountain, which was designed by Munro, is one of the most artistic structures of the kind yet erected in London. Raised upon three stone steps is placed a noble marble tazza, in the centre of which is the figure of a boy kneeling on and grasping the dorsal fin of a huge dolphin, from the blow-holes of which proceed two sparkling jets of water, falling into the capacious basin.

PLURALISM AT MANCHESTER.—A case of pluralism at Manchester is exciting some discontent. The Bishop has appointed the Archdeacon (Dunford) to the vacant Canonry in the cathedral, worth £6000 a year. Before that the poor Archdeacon was struggling on a pittance of £220 per annum, derived from two other livings, so that the new appointment must have been quite a godsend to him. Whatever may be said of the matter out of doors by ill-conditioned members of the flock, whose function it is to grumble, it is pleasing to learn that Dr. Dunford's elevation is viewed with great satisfaction by his brother shepherds. The Archdeacon and the new Canon are, we believe, on the best of terms.—*Star*.

SUNDAY RECREATION IN LEEDS.—On a recent Assize Sunday, in Leeds, Mr. Baron Bramwell and Mr. Justice Leach visited the Exhibition, and for several hours enjoyed an inspection of the splendid art-works there collected. On the same Sunday Mr. Councillor Clapham gave a band performance of sacred music in the Leeds Royal Park, which was attended by many hundreds of the working classes, for which "offence" he was fined £5 and costs by the local magistrates. Mr. Clapham has issued a bill in which he says that he has, during the present summer, been compelled to pay £91 in fines (exclusive of costs), for giving performances of sacred music on Sundays.

A RUSSIAN PETER THE HERMIT.—The population in Russia are at this moment being greatly excited by the preaching of an old Muscovite peasant named Alexis Alexandrovitch, who, after a seclusion of several years, appeared in the district of Samara, declaring himself a prophet. He is now going from place to place announcing the approaching destruction of the Crescent and the substitution of the Greek Cross for it on the dome of St. Sophia at Constantinople. The Russian Government allows every liberty of action and language to this popular agitator, who besides does not attack the laws or the administration in any way; his doctrines are those of the old Russian party.

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THE LLANDDULAS TRAGEDY.

THE public mind is still full of the late disaster on the Chester and Holyhead Railway. The columns of the daily newspapers are flooded with letters on the subject from all sorts of persons, and containing all sorts of comments and suggestions, while the reports of the proceedings at the inquest are read with an avidity and interest seldom if ever equalled. And no wonder, for the horrors of the catastrophe are well calculated to stir human feeling to its most profound depths, and the possibilities of a like fate being in store for any one of us at any moment are so strong as to bring the subject home to each individual with a more than ordinary directness. We all nowadays travel more or less by railway, and it is impossible to read the reports of the inquest at Abergele without feeling that we are liable every time we enter a railway carriage to be smashed into pulp or burned to a cinder so long as the system of working goods and passenger trains that now obtains continues unaltered.

It appears to be clear, from the evidence adduced, that grave faults existed in the mode of working the traffic on the line where the disaster occurred. In the first place, the siding at Llanddulas is too short to allow the whole of the goods-trains usually shunted there to be drawn off the main line at once; consequently, it is necessary to divide such trains, to drag in one portion, then bring the engine round, and push in the remainder upon a second set of siding rails. In the next place, the staff of attendants on goods-trains seems to be much too limited, and the consequence is that the detached waggons are left standing on the main line—and that, too, on an incline with a gradient of one in ninety—without anyone to take care of them, or to see that the brakes are kept in position on the wheels—brakemen, guards, and all others concerned being required to assist the shunting operations.

Furthermore, matters, it seems, are cut so finely as regards time that only a few minutes are allowed for the performance of a series of evolutions of a most difficult, complicated, and delicate nature. On the 20th ult., when the catastrophe occurred, there was only a margin of a few minutes, the shunting operations having been commenced subsequent to 12.24, and were still in progress at 12.35, while the mail-train was due at Llanddulas at 12.38. It is admitted that even had the detached trucks remained stationary, the line could not have been cleared according to the company's regulations—that is; ten minutes before the mail-train was due—and that, consequently, danger of collision existed: a state of things that seems to be habitual. Now, we submit that close shaving like this should never be permitted, and we maintain that whoever is responsible for tolerating such practices is deeply culpable.

Then, though further light is required on that point, there seems no room for doubt that the doors of some of the carriages were locked on one side, at least, if not on both, and that the side where escape was alone practicable. Supposing Mrs. Dickinson's statement to be correct—and it is, at all events, strongly corroborated—that she entreated occupants of one of the burning carriages to come out while it was yet possible, and was told that they could not because the doors were locked, the impropriety of continuing this practice is placed beyond question. That it is still continued on the London and North-Western Railway is certain, for we ourselves heard, on Monday last, an order given to "lock up the doors" ere a train started from Watford junction, and saw the operation performed on one side of all the carriages in the train.

Surely, after the fatal experience at Llanddulas, railway directors will be induced to reconsider and amend their system of management in regard to the points above indicated, as well as some others. If they do not, then Parliament, as the guardian of the public interests and safety, must step in and compel action on the part of recalcitrant companies and their officials.

"THE SERENADE."—It was accidentally omitted to be stated in our Number for Aug. 22 that for the photograph from which our Engraving of M. Antigua's picture was made we were indebted to the courtesy of the well-known firm of Goupil and Co., of Paris.

CHARLES McNALLY, a Liverpool mechanic, has performed the feat of walking 200 miles in three days. The scene of his exploit was the Liverpool and Preston turnpike-road.

SAYINGS AND DOINGS.

THE PRINCE AND PRINCESS OF WALES are expected to pay a visit to the Duke and Duchess of Sutherland at Dunrobin Castle before they leave Scotland.

PRINCE NAPOLEON is on a yachting excursion in the north of Europe. He preserves a strict incognito.

LORD RODEN has had another attack of the illness under which his life has been repeatedly endangered.

GENERAL GARIBALDI has resigned his seat as a member of the Italian Parliament.

JUAREZ has written to a friend in London to say that everything goes well in Mexico, and he intimates that the country is all but perfectly tranquil, and that there will soon be nothing to disturb it.

THE HON. F. A. STANLEY has been gazetted one of the Lords of the Admiralty, in the room of Mr. Du Cane, the newly-appointed Governor of Tasmania.

MR. HORSFALL, M.P. for Liverpool, has purchased Lord Carrington's Gwernog estate for a sum of £50,500. The estate was sold at Newtown on Tuesday. It is situated in the county of Montgomery.

COLONEL GEORGE CRUICKSHANK has resigned the Lieutenant-Colonelcy of the 48th Middlesex Volunteers, in consequence, it is said, of the reinstatement in the service of certain officers of his corps who some time since had a difference with their Lieutenant-Colonel and were cashiered.

LORD MAYO has announced, in a special circular to magistrates, that henceforth practising barristers, solicitors, and attorneys will not be excluded from competition for petty sessions clerkships in Ireland if under fifty years of age; but they must give up the practice of their profession if appointed to that office.

THE GREAT EASTERN STEAM-SHIP is now being prepared to lay down the Franco-American telegraph cable.

MGR. LUIGI FILIPPI, Bishop of Aquila, has recently published a curious work on modern spiritualism. His Eminence expounds the doctrine of the Church on the subject of good or rebellious angels, and shows that the facts with which people occupy themselves nowadays have their prototype in the Old Testament as well as in the annals of the Church.

THE TOWN OF HAYRE has purchased the aquarium now being shown in the exhibition there, and intends placing it in the Botanical Garden.

THE FUNERAL OF MR. THADDEUS STEVENS, at Lancaster, U.S., on the 17th ult., was attended by 15,000 persons.

A CANONRY RESIDENTIARY IN CHESTER CATHEDRAL has become vacant by the preferment of the Rev. Dr. Hugh M'Neile to the Deanery of Ripon. It is worth £500 a year, and is in the gift of the Bishop of Chester.

THE HONOUR OF KNIGHTHOOD has been conferred upon Mr. Andrew Fairbairn, Mayor of Leeds; Captain Arrow, Deputy Master of the Trinity House; and Mr. E. W. Watkin, chairman of the South-Eastern Railway and one of the Liberal members for Stockport in the present Parliament.

A TREATY of friendship and commerce between Belgium and Siam was signed on the 29th ult. at the Belgian Legation by the respective Ministers Plenipotentiary, Baron du Jardin and Sir John Bowring.

BRAEMAR, Scotland, has been visited with a severe snowstorm, which lasted some hours. The cold was intense, and the tops of all the hills were covered with snow to a considerable depth, some of which, after the lapse of twenty-four hours, remained on them. A violent gale of wind from the north-west prevailed for forty-eight hours. It is many years since so heavy a fall of snow has been seen in this district in August.

A MYSTERIOUS PERSIAN GENTLEMAN who has resided in Paris for twenty-six years died there a few days since. His habits of life were precise, but peculiar; he was a regular Opera-goer, had an English secretary, and a man-servant, who was never allowed to enter his bedroom. He kept two carriages, and hired his horses; and was never known to open a letter addressed to him.

LORD ST. LAWRENCE having satisfied himself that the continued candidature of three Liberals for Louth must inevitably eventuate in the candidature and probable return of a Conservative, determined that he would be no party to any such catastrophe, and, as the junior candidate, has withdrawn from the contest rather than risk the evil he foresaw as the result of a division in the Liberal ranks.

THE CAPTAIN OF A FOREIGN BRIG which recently arrived at New York from Rio Janeiro was unable to find the bill of health given him by the American Consul at that port. He was, however, permitted to come up to the city by giving to the quarantine officials a bag of coffee. The coffee, in such quantity, probably served as a disinfectant. Would gold answer as well in the eyes of officials?

A TRIPLE ALLIANCE is spoken of between Russia, Prussia, and the United States with a view to the Eastern question, especially as regards the affairs of Crete. Russian diplomats, having obtained the adhesion of the American Government to their views, are now engaged in persuading the Cabinet of Berlin to insist on the independence of Candia being forthwith proclaimed.

THE TOWN COUNCIL OF CORK (several members exhibiting their dissent by quitting the room) have passed a resolution declaring that the Irish political prisoners confined both at home and abroad have sufficiently expiated their offence, and that the time has arrived to "set the captives free." It is the intention of the council to ask other Irish Corporations to express a similar opinion.

MR. JOHN CURTIS, of Chelsea-cottages, Surbiton, had a wasp's nest in his garden, and in order to destroy it filled a pipe of lead piping with gunpowder. He put one end of the piping in the hole of the nest and applied a fuse-match to the other end, the consequence being that the powder exploded upwards and blew off his hand. Mortification supervened, and then death.

A WOMAN NAMED PHILLIPS, the wife of a mechanic employed in Chatham Dockyard, residing in Rochester, last Saturday evening killed the youngest of her children by cutting its throat, and afterwards took her own life by inflicting a severe wound in her throat; death, in both cases, being instantaneous. For some time past the woman had given indications of unsoundness of intellect; and her mother, it appears, was for some time before her death confined in a lunatic asylum.

THE CATTLE PLAGUE is making great ravages in the governments of Pskof and Novgorod, and a committee has been appointed to inquire into the cause of the epidemic. The disease has also made its appearance in the environs of St. Petersburg and Moscow. One of the Russian papers remarks that the cattle plague will do more mischief in the empire than a thousand Polish revolutions.

A FAMILY NAMED WYSE, two brothers and a sister, who are owners and occupiers of three extensive farms near Cork, were heavy sufferers by three simultaneous incendiary fires on Sunday night. The quantity of grain, hay, straw, and other property destroyed is immense. It is believed that these outrages are the result of family hatred; but although large crowds flocked to the scenes of devastation, no hearty assistance was given to the attempts made to stay the progress of the flames.

TWO NEW IMPROVEMENTS in the famous needle-gun have recently been submitted to the Prussian War Office for approval. One, which is the invention of Lieutenant Random, gets rid of two movements in loading, and increases the rapidity of fire about 25 per cent. The other, which is due to a country gentleman named Boorst, also gets rid of some of the movements, and nearly doubles the rapidity of fire, raising it to fourteen or fifteen shots per minute. The latter invention, moreover, fills up the hollow chamber behind the charge, diminishes the escape of gas, and increases the force of the explosion.

LORD HOWARD DE WALDEN, our Minister in Belgium, died suddenly at his country seat near Namur on Saturday evening last. His Lordship was sixty-nine years of age, and was appointed Envoy to Belgium in 1846.

THE MAGISTRATES OF TIPPERARY, at a recent meeting, unanimously passed a resolution in which the conduct of Mr. William Scully towards his tenantry at Ballycoy was condemned as tyrannical in the strongest and most emphatic terms. There is no person now in custody charged with being concerned in the late outrage.

MR. BAGGALLAY, M.P., who is mentioned in the Ministerial papers as likely to fill the post of Solicitor-General, entered Parliament, for the city of Hereford, at the last election. He is fifty-two years of age. Having obtained his degree and gained a fellowship at Cambridge University, he was called to the Bar in 1843, and received a silk gown in 1861. Mr. Baggallay has for some years enjoyed an extensive practice at the Equity Bar, principally in the court of the Master of the Rolls.

THE LATE CARDINAL D'ANDREA, who was supposed at one time to have lost his faith, maintained his charity to the last. His will concludes with the following paragraph:—"I leave to the Holy Father, the Cardinals, the Prelates, and my other enemies, my sincere and complete pardon."

THE TOMB OF WILLIAM RUFUS.—This tomb, in Winchester Cathedral, was opened on Thursday week, by order of the Archdeacon, in order to ascertain if there were really any remains in it, as popular opinion indicated that the bones had been taken from their first resting-place and placed in one of the mortuary chests at the top of the side screen of the choir. If this had proved correct, the covering tombstone would have been removed, as it causes some obstruction to the full use of that part of the cathedral. Some bones, however, were found, and, on being put together by Drs. Mayo, Langdon, and others, a slight deficiency was discovered, showing that they must have been disturbed at some time. The remains of what is supposed to have been the arrow with which the Monarch was killed, and also a blue stone, were found in the coffin, which is hewn out of a solid block of stone, with a single heavy slab for the lid. It will remain in its old position.

THE LOUNGER IN NORTH WALES.

SIR WILLIAM VERNER, the father of the House, an Irish paper tells us, is about to retire from Parliament. It is true, for he is eighty-six years old, and so deaf that he cannot hear distinctly a word of the debates. But he is not, as the Irish paper says, the father of the House. He entered Parliament for the county of Mayo in 1832, if Dod be correct, as no doubt he is, and has sat for that county ever since. But Lord Hotham and Colonel Peers Williams entered the House in 1820, twelve years before Sir William, and they are the fathers of the House. But, if the House cannot have two fathers, the honour must, I think, be awarded to the noble Lord; for whilst Colonel Peers Williams rarely came down unless he was summoned, and probably never sat out a debate in his life, Lord Hotham was rarely out of his place. Sir William Verner is not only very old, but quite antiquated, lagging more than a generation behind the times. He is an Orangeman of the old type. Never learning, never forgetting anything. To preserve Protestant ascendancy in Ireland he would wreck the world. When Lord Mulgrave was Lord Lieutenant he had to strike Sir William's name from the commission of the peace on account of a political, or say seditious, toast which he gave at a dinner party. The times changed, and his name was restored; but Sir William has not changed a bit. He is still the same obstinate, uncompromising Orangeman that he ever was. He will leave a son in Parliament—that is to say, if the electors of Lisburn should be so minded—very much like himself, Orange from the backbone, bigoted, and mentally and physically deaf. Happily, he, like his father, lacks the gift of oratory. He is not altogether a silent member; he can talk, and at times does talk, but nobody ever listens to him. When he rises to speak, the House, as if by contagion, seems to be afflicted with his own deafness. And here I may say that Orangism in the House of Commons is now in a very woful plight. Since the gifted Whiteside took his flight to roost on the judicial bench it has had no tongue—no organ—except such stammering, stammering, incoherent talkers as Colonel Stuart Knox, John Vance, and one or two more who are so utterly insignificant that I cannot call them to mind. In truth, Orangism in the House is stranded; and it is my opinion and hope that, with a reformed Parliament, it will be driven up high and dry, never to float again, but to wreck and rot, and ultimately be forgotten.

I do not like exacting pledges from members of Parliament. I do not believe with Mr. Hepworth Dixon that members of Parliament are or ought to be delegates. I adhere to the old word representative. I expect, of course, that a candidate for my vote shall satisfy me that his political principles in the main agree with my own; but the manner of and the time for enforcing his principles I would leave entirely to his judgment, expecting that he would, in forming his judgment, consult the leading men of his party, for I have often seen members of Parliament cause much mischief to the cause which they espouse by doing what in the abstract is quite right at the wrong time and in the wrong way. But, if I were a voter for Finsbury, I should certainly exact a pledge from Mr. Alderman Lusk. I should make him promise that he would not criticise the Estimates until he can understand them; and to this end I would exact a promise from him to silently study them for two years at least. A really intelligent critic of the Estimates would do a great deal of good. He could not perhaps succeed in diminishing a single vote at the time. Mr. Joseph Hume, the most accomplished financial critic that we ever had, confessed mournfully that he could not do that; but it is not to be questioned that his pertinacious and intelligent criticisms did, nevertheless, promote economy; and in this way: the Financial Secretary in Hume's time always had the fear of that quick-sighted, pertinacious critic before his eyes, and when urged by some reckless department to extravagant expenditure, or to the perpetration of some flagrant job, was forced through fear of Hume to let "I dare not wait upon I would." But does any Financial Secretary ever stand in awe of the worthy Alderman? On the contrary, by his blundering criticism of what is unexceptionable, he so wears the House that in a state of sheer lassitude it lets questionable votes pass unnoticed. Mr. Lusk once wasted half an hour in criticising a retired civil servant's pension, which as it is fixed by Act of Parliament, not even the House of Commons could touch.

The political hue of the foregoing paragraphs would lead your readers to think that I have left Wales; but why so? Have they a notion that I cannot get the newspapers in my mountain home? If they have, they are strangely mistaken. True, I do not get my London morning paper till the morning after its publication; but I can buy the Liverpool and Manchester papers here at ten o'clock of the day of publication, only an hour and a half later than I get my Times in London; and, mind you, these local papers are just as good as most of the London papers. The *Spectator*, lately, in a very good article on the English press, told us that in some respects they are better, and I am inclined to think that the *Spectator* is right. The Liverpool daily papers always, I think, publish a supplement, entirely devoted to news; and I think we get more news in these local papers than we get in their London contemporaries; and what is more to the purpose, we get news which we do not get in the London dailies. Being, then, thus situated, with such facilities for knowing what is going on in the political world, though I am in a manner out of it, I shall not return to town yet. For, other things being equal, is it not pleasanter to sit writing or reading with green fields and mountains before me than to sit in my study in London, with tall houses in front of my window, with only a sort of narrow fosse intervening, tenanted by barking dogs, squalling cats, and crying children? No, I will not break up my encampment here yet; not, I think, till winter weather shall drive me away; and of that there are no signs yet. The other day I shot out of my orbit to Llandudno, and took a walk of five miles round the Great Orme's Head, from which you get the finest panoramic sea view in the world. The weather was glorious, sea as calm as a lake, heavens blue, flecked with fantastic white clouds. In short, all was so lovely and peaceful that for a time one was tempted to forget that one was in the body. But they have had it cold there. Last week it was so cold and wet that the visitors had to cover ever fires. This interlude of cold and wet drove away hundreds; and now, lodgings, which could not be got, are somewhat plentiful. I used to like Llandudno, but it is much changed; the beach is crowded; brass bands, organs, black minstrels, gymnastic performers, everywhere infest the streets and parades; and retirement and quietude are impossible, when you are at home. Of course, you can get away by walking and climbing; but you cannot be always out of doors.

The bulk of the people in Wales do not understand English. At the hotels, the masters and mistresses and servants all speak it more or less intelligibly; but they do not converse in it amongst themselves; and their knowledge of our language is but imperfect. It is therefore necessary to be very particular in giving orders, or disagreeable mistakes will occur. One day last week I went to dine with three friends lodging at an inn at Dolwyddelan, at the end of the glorious Lledr valley and at the foot of Moel Sibod. We were to dine at three o'clock; and when I arrived the servant was told that four would dine. Well, three o'clock came, and there were no signs of dinner. Half-past three arrived, and no cloth was laid; whereupon one of my hosts went to learn the cause of the delay, and found that the servant had understood that we would dine at four. But here is a still more curious misunderstanding. One of my friends told the mistress that he should want some things washed. Soon afterwards she came to ask how he would like it to be done. She had understood him to say that he wanted to be washed, and wanted to know how she was to wash him. The greatest blunder, though, which I have heard of was that made by a Welsh clergyman who had to read the service in English. Instead of praying with the Psalmist, "Deliver me from bloody thirsty villains," he solemnly prayed to be delivered from bloody thirsty villains.

There must be many of your readers, one would think, who

have visited the Eilan Castle Hotel, or Dolwyddelan Hotel, and remember the blind landlord, so noted in this district for his performances on the Welsh harp. Well, a great misfortune has happened to him. A drunken man, about a week ago, ran against his harp, knocked it down, and so smashed it that it cannot be mended. Of course he is in great distress. It was, as he told me, "his only solace." The price of a new harp is £20, a sum far beyond his means. My friends who lodged there are getting up subscriptions to enable him to replace the ruined instrument, and it occurred to me that some of your readers may be willing, even glad, to contribute. If my conjecture be right, let them send their contributions, in postage-stamps, to the Editor of the ILLUSTRATED TIMES, Milford House, Milford-lane, Strand. I suppose, Mr. Editor, I may take the liberty? [Certainly. We shall be happy to receive and forward contributions for so excellent an object.—Ed. I. T.]

THE LOUNGER AT THE CLUBS.

A stanch Tory journal was sadly perplexed the other day by what it denominated the "rush of young aristocrats into the Liberal ranks," and, of course, it sought to find all sorts of unworthy motives for the phenomenon. I do not know whether there be at present a special rush of "young aristocrats" into the ranks of the Liberals—or Radicals, as your contemporary likes better to call them, under the notion, of course, that there is something opprobrious in the name; but, if the fact be so, then, surely, the *Standard* might have the generosity to believe that said young aristocrats see that the Liberals hold the soundest political principles; or, failing generosity, and believing that the young aristocrats are actuated by the basest of motives, your contemporary might have the sagacity to perceive that even "young aristocrats" look upon Liberalism as the winning side, and that, therefore, the prospects of Toryism must be utterly hopeless, seeing that it is being deserted by that order in the community by whom it has heretofore been most strenuously supported. Verily, these thick-and-thin Conservatives furnish themes for excellent rejoinders.

I have a word to say in regard to the Abergele disaster, and that is as a caution to newspaper editors and reporters. In two of the London daily papers for Saturday, Aug. 22, it was stated that the train to which the accident occurred left Euston station, London, on Wednesday morning. This, of course, was a mistake for Thursday; but I happen to know that the mistake, trivial as it may seem, caused for a time deep distress in at least one family in my own circle of acquaintance. Several members of this family left London for Ireland on Wednesday morning, Aug. 19, by the morning mail-train, and their relatives in London were, as may well be supposed, greatly shocked and distressed on reading that it was the train to which the sad mishap occurred—as, of course, they had no means of knowing but that their friends were among the victims; and it was only after several other papers had been procured, and the different accounts compared, that the mistake was discovered and the minds of the family relieved. I forbear to name the papers in which this unlucky blunder occurred; but as unnecessary anxiety may have been caused by it in other families besides the one to which I have referred, I hope that greater caution will in future be exercised both by reporters and sub-editors.

I understand that, for the convenience of readers in remote parts of the country, and abroad also, the proprietors of the *Pall Mall Gazette* intend to issue a new weekly publication which shall comprise a collection of all the principal articles printed in the *Pall Mall* from day to day.

THE LITERARY LOUNGER.

THE MAGAZINES.

Let me make at once a correction of an article, in the *Contemporary*, on a personal matter. Scarcely did it come within the function of a critic to write publicly of such a matter at all. If Mr. Whitman had lived in Manchester or in London the thing would not have been said, and my correction would not have been necessary. However, here are Mr. Page's words in the *Contemporary*:—"Walt Whitman . . . if we may believe Mr. Moncreux Conway, is essentially Oriental in the loathing, dreamy, abstracted unconventionalism—the filthiness and indifference to civilised customs—which characterise his habits." Now, Sir, loathing, unconventionalism, and abstraction may be excused, even to an "Oriental," if he has done what you and I would give worlds upon worlds to have done the half of—ministered to more than 100,000 sick and wounded with his own hands, and won the love of a man like Abraham Lincoln. But "filthiness" is just the reverse of what Mr. Conway says. He expressly, in pointed words, refers to the perfect delicacy of Whitman's manners on a certain crucial occasion. I should, myself, have expected that his "habits" would be—not "filthy," but most tenderly delicate; and I will eat my hat, raw, upon credible testimony that they are not. Postponing praise, I note one more point, because it really leaps into my eyes:—"The anathema at the end of the New Testament on he (him?) who shall add to or take from the canon." In the *Contemporary* this hits like a bullet. There is no such anathema! There is an anathema at the end of the Apocalypse applying explicitly to that book; the "canon" was not in existence when the Apocalypse was written; the "canon" has been taken from in our own century, and many of our orthodox divines do take from it still more in private (I could mention an instance that would stagger your readers); and I suppose, if another epistle of St. Paul were to turn up, authenticated, it would be fearlessly incorporated into the "canon." The fact is obvious, that any such anathema applied to a "canon" could be of no meaning, unless it were accompanied by a standing list of the contents of the "canon," the purity of the list to be verified by one unbroken chain of evidence. In other words, a miracle-seventeen centuries long. All this is merely on two points of interest that I note at a glance.

The *Argosy* I have not forgotten; and the really exquisite criticism of its "Log Book" this month would compel notice in almost any case. Although the author of it and myself differ widely as to the amount of fibrous matter (so to speak) which is required by sound art, I only wish I could have written criticism so good as this. It is very beautiful! I am particularly struck by his agreement with me in one point about the new book by "Edward Garrett"—its almost curious hardness. I called it once, in your columns, quoting Southey, the hardness of youth; and I don't believe it is anything more. But at present it affects you like an eye without eyelashes. As this critic expressly treats the author as a lady, I suppose there is no secret about that; so I may add that I was greatly amused by a critic in a leading journal, who said that the book was, if not an old man's diary, an almost incredibly good imitation of one. The fact is, the woman's hand is betrayed in every page or two. You will remember the cautious words I used about it when the first instalment appeared in the *Sunday Magazine*. I fancied it was Jean Ingelow! That opinion I changed very soon indeed; for Jean Ingelow is decisively a poet, and "Edward Garrett" is decisively not; but I retain unaltered the opinion that "the name belongs to genius." And I earnestly hope the author will do great work in English literature. If so, we shall miss, in time, the faults of youth, and the faults of this school of writing—hardness, preachiness, and too confident assertion. What are we to make of Ruth's (uncorrected) statement, for instance, that it happens to all of us to be tempted at the weakest part (I quote from memory)? Was there ever a more arbitrary assertion of an absolutely unprovable thing? How do you know that?

The longer I live the more I feel the need of plenty of hearty laughter—not smiling at tea-party humour, but downright roaring at high-farce (that's a new word, I flatter myself, high-farce!); and the two magazines that I am depraved enough to turn to first are *Once a Week* and the *Gentleman's Magazine*. I think, considered merely in relation to readability, they are the greatest of all successes in magazine literature. The anecdotes in the "Table Talk" of *Once a Week* are often such as would shake the

sides of Charles Lamb's Arch-Quaker (or was it Coleridge's?) in *extremis*. I cut out the following, which *Once a Week* takes from the *Rock*, although, of course, the sentiments of the *Rock* are not expressed in

A NEW CREED.

We believe that there is no God, but that matter is God, and God is matter, and that it is no matter whether there is any God or not. We believe, also, that the world was not made, but that the world made itself, or that it had no beginning, and that it will last for ever. We believe that man is a beast, that the soul is the body, and that the body is the soul, and that after death there is neither soul nor body. We believe that there is no religion—that natural religion is the only religion, and all religion unnatural. We believe not in Moses. We believe in some of the philosophers. We believe not in the Prophets nor in the Evangelists. We believe in Hobbes, Paine, Voltaire, and Bolingbroke—though all these men differed, and we differ too. We believe not in St. Paul. We believe not in Revelation. We believe not in Christ. We believe in ourselves. And, lastly, we believe in all unbelief. Amen.

In the *Gentleman's Magazine* there is not a single bad article. The paper on "The Autumn Holiday" by Dr. Strange, is wise, kind, and every way admirable. Read it, overworked comrade! The paper on "The Gallery" I read with pleasure, but don't understand the statement that a reporter ought to be quick enough with his pencil to take down every word of orators like Gladstone, Disraeli, and Lowe. Gladstone and Disraeli are very easy to report. Lowe is a bugbear; the terror of the committee-rooms as well as of the gallery. I never heard, except once, a faster speaker; and he was a Yankee petroleum merchant, whom it was my misfortune once to have to follow, or rather to chase, *longo intervallo*. He talked 220 folios an hour. Now, 120 are enough; and 150 are quite heavy work.

THE THEATRICAL LOUNGER.

In a certain sense Mr. Fairclough, a new actor from America, made a mistake in appearing as Hamlet for the first time in London. It has become a tradition in the theatrical world that every debutante theatrical tyro thinks that he can play Hamlet and every *débütante* aspires to Juliet. They stop at nothing short of these. They take the bull by the horns, so to speak, and in a measure imply that having studied Hamlet or Juliet means playing the characters, and having played them in this sort of slipshod way means a capability for undertaking the leading rôle in any play. There are others who undertake Hamlet out of compliment to England and William Shakespeare. An intelligent German would naturally be desirous of making his first appearance in one of Shakespeare's plays, and might very fairly be inclined to think that such an act would be graciously received in the land of Shakespeare's birth. There was a time when the intelligent foreigner would have argued correctly. But it was that happy time before England was given over to "The Great Snooks," "The Jolly Green," or our ever estimable friend Mr. Tommy Dodd. I am inclined to think that Mr. Fairclough was in happy ignorance of the present depraved theatrical taste, and entered upon the task of Hamlet in a spirit of laudable ambition rather than affronting arrogance. In the first word he speaks one can see that he is not the kind of sensation tragedian who springs out of the first rank of Drury Lane superns to take up Shakespearean characters and pocket the ten-pound notes of milkop amateurs. He talks like a man of taste, and walks as if he were accustomed to good society. Mr. Fairclough is a modest and unassuming actor, and deserves encouragement, although he cannot play Hamlet. Perhaps I am fastidious; but, honestly, I have a notion that, unless an actor has something very special to say on the subject of Hamlet, he had far better leave Hamlet alone. I would fain hope that as yet we are not so far inoculated with the poison of the Tommy Dodd school of dramatists that we are not capable of giving an opinion on such a play as "Hamlet." I hope we have all read "Hamlet" and formed an opinion on "Hamlet." Granted, therefore, that we have taken the trouble to become familiar with the poet, it is somewhat annoying to sit out "Hamlet" and hear important points missed or slurred over every other minute. However, these remarks may be considered hypercritical regarding Mr. Fairclough's acting, which was certainly inoffensive, and, in these days of Mexican Richards and amateur Allerton Hamlets, somewhat refreshing. The advertisement which announced Mr. Fairclough's first appearance was sensible and judicious. Mr. E. T. Smith may console himself with the fact that he has introduced us to a very useful actor. The remainder of the cast does not call for any special remark, except to note that Miss Fanny Addison made a very satisfactory Ophelia; that her father, Mr. Addison, introduced into the character of Polonius his well-known chuckle, out of "Dearest Mamma," which somewhat shocked the legitimate folk; that Mr. Marston gave the lines allotted to the Ghost to the evident satisfaction of the well-known clique of Sadler's-Wells playgoers which follows Mr. Phelps and Mr. Marston wherever they go; and that a fine-voiced, stalwart actor, Mr. Frank Lawlor, made his first appearance, in the most unifying character of Claudius, King of Denmark. The tragedy was followed by a grand ballet, arranged by Madame Collier, "by permission of W. Holland, Esq." Now, is not Mr. Holland the proprietor or ex-proprietor of the Canterbury Music-hall? If so, this act of theatrical condescension—this borrowing of music-hall stars for the stage—is worthy of note. Mr. Bonicault borrows a "Jolly" somebody or other to sing "Tommy Dodd," at the Princess's; Mr. E. T. Smith borrows a music-hall lady to arrange his ballet. These are surely significant facts, and should be incorporated in the very next edition of the *Eva* theatrical almanack.

A new theatre at Croydon! Does Croydon come within the province of a London Theatrical Lounger, I wonder?

THE TRADE OF THE COUNTRY.—The Board of Trade returns for the past month show that, compared with the corresponding month of last year, there has been an increase of £185,839, or about 1 per cent, in the declared value of our exports; while, upon the total of July, 1866, the increase is 5 per cent. Our consignments of cotton goods have been on a satisfactory scale; since, although those of yarn figure for a decrease of 21 per cent in value and 14 per cent in quantity, those of manufactured articles show an increase of 2½ per cent in value and 12 per cent in quantity. In woollen goods, likewise, there have been increased transactions, owing chiefly to an improved demand from the United States, the augmentation being 6 per cent in declared value and 35 per cent in quantity. There has likewise been an increase of 7 per cent in our shipments of coal, 6 per cent in earthenware, 19 per cent in haberdashery, 2 per cent in hardware, and 14 per cent in silk manufactures. Iron, on the other hand, shows the large diminution of 16 per cent, and in linen manufactures there has been a diminution of 4 per cent. As regards importations, it appears that the arrivals of cotton during the month were 719,793 cwt., against 748,898 in July, 1865, a falling off of about 4 per cent; and that of wheat they were 3,010,288 cwt., against 3,295,622, a falling off of 9 per cent.

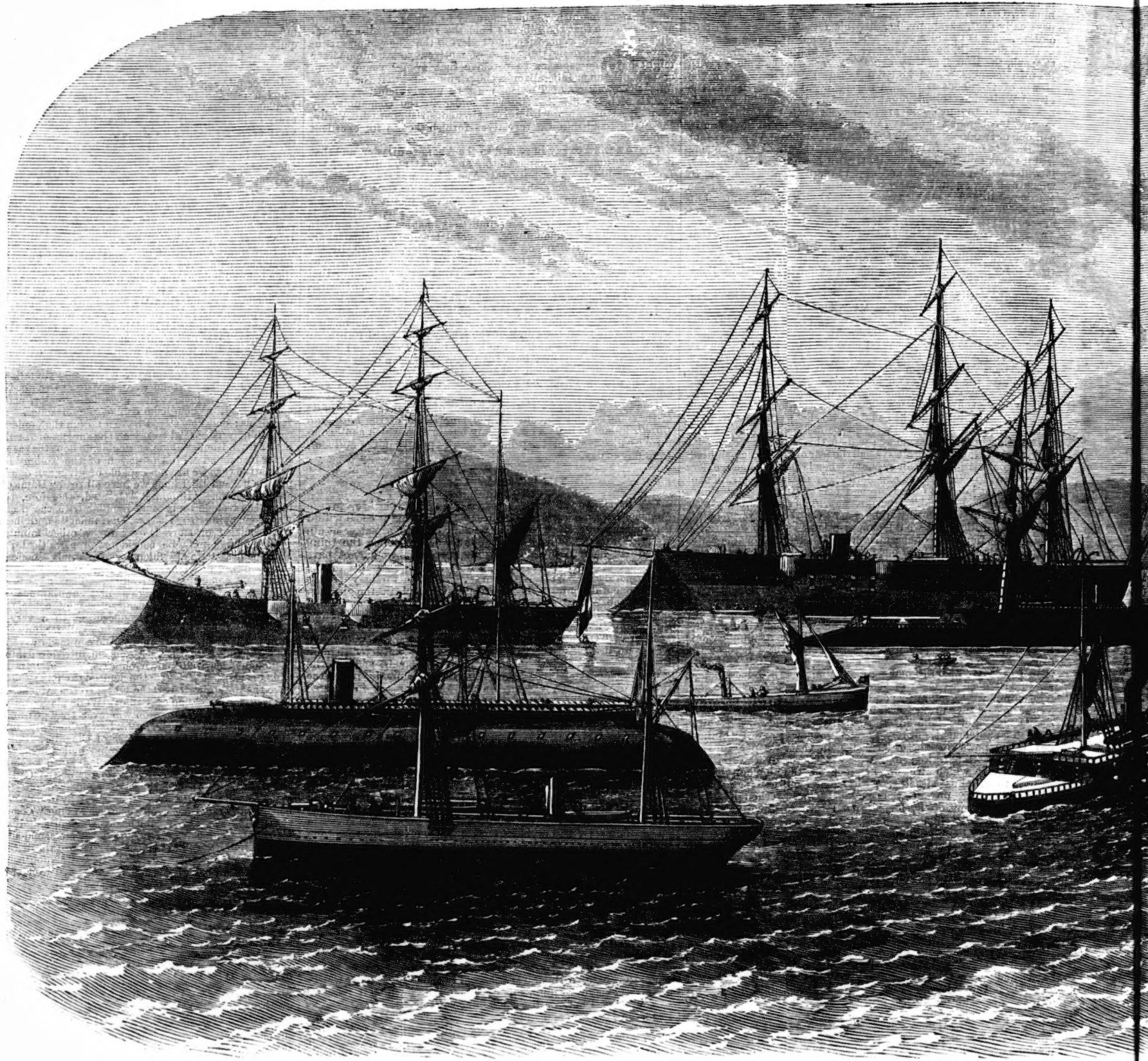
MR. BRIGHT'S ADDRESS.—Mr. Bright has issued his address to the electors of Birmingham. He says that a larger measure of redistribution is still wanted, and he regards the adoption of the ballot as of great importance. The hon. gentleman then proceeds—"You know my views on the Irish Church Establishment and on the land question. In dealing with the Irish Establishment, we are not promoting the spread of the Roman Catholic or damaging the influence of the Protestant religion. We do not touch religion at all. We deal only with the political institution, which has wholly failed to secure any good object, and which has succeeded only in weakening the loyalty and offending the sense of justice of the great majority of the Irish people. Our opponents speak of their zeal for Protestantism and their loyalty to the Constitution. I prefer a Protestantism which is in alliance with Christian kindness and with justice, and my loyalty to the Constitution leads me to wish for the hearty union of the three kingdoms in allegiance to the Crown. I believe that Christianity and the Constitution will be alike strengthened in these islands by the removal of the Irish Church Establishment." The "minority clause" Mr. Bright regards as an outrageous violation of constitutional principles and practices. "The great town constituencies," he says, "have carried the wise changes which have been forced upon Parliament of late years, and the 'minority clause' has been enacted to lessen their power, and to reduce them to the level of small boroughs which return only one member to Parliament." Messrs. Dixon and Muntz have also issued addresses similar in tone to that of Mr. Bright. Mr. Dixon advocates "a national and compulsory system of education based upon local rating and local management, supplemented by State aid and Government inspection," and points to the necessity for a reform in the national expenditure. Mr. Muntz is in favour of the "abolition of income tax on uncertain and variable incomes," as well as for "legislative protection to the funds of trades unions."

THE FRENCH IRONCLAD SQUADRON.

WHATEVER may be the general opinion on the subject of preparation for war by the Emperor of the French, it is certain that the completion of the military and naval defences is being rapidly advanced. The recent additions to the fleet of iron-plated vessels have been so important that the French navy is supposed to have reached the utmost point of efficiency contemplated by the national marine authorities in accordance with the latest adaptations of metal plating and marine artillery. The various examples of iron-clads represented in our Engraving illustrate what the French already call "the marine of the future," since such vessels are chosen for the patterns of the ships now being completed in their dock-yards as the result of long inquiries and experiments. They will be ranked in a similar way to the vessels of the old marine service, according to their size and the number of guns; and the necessity of adding plate to plate as the artillery which was to be used increased in penetration and range of fire has brought some of the new vessels to such a pitch that guns are used of 16, 19, 24, and 27 centimetres of interior diameter, capable of throwing a shot from 45 to 216 kilogrammes a distance of four and five kilometres,

and the metal plates are proportionally increased to more than 20 centimetres. Of course, it became necessary to limit this contest, for the larger the cannon became the fewer could be mounted in the ships, and there is a limit to iron plating if the nautical qualities of the vessels are to be preserved. The result has been that the iron plating is thickest where the weak points of the hull are most exposed to damage. Examples of vessels of this kind may be seen on the left of our illustration, in the *Marengo*, a frigate of the first class and of 950-horse power, and the *Alma*, a corvette of 450-horse power. Whilst the ironclads already completed, like the *Couronne*, the *Gloire*, and the *Normandie*, are covered with plates, and pierced with portholes for their entire length, the *Marengo* carries only twelve guns, which are all carried in the central space between the mainmast and the mizenmast. Of these twelve pieces four have a calibre of 20 centimetres, and are mounted on pivots in four turrets, and placed in such a position that they can be turned in any required direction. The eight remaining guns are of 19 centimetres, and are arranged as a battery between decks. All this central portion, which also contains the engine-house, is protected on the exterior by a plate of

22 centimetres in thickness, supposed to be invulnerable to every projectile at present in use. This forms a distinct department of the ship, divided from the fore and aft by transverse partitions, and, being thus rendered independent, may be pierced with shot without rendering the ship itself unmanageable. Another characteristic is the very prominent spur with which the vessel is armed, and the remarkable elevation of the rigging. The corvette *Alma* only differs from the *Marengo* in its dimension and the size of its guns, which are only 16 centimetres. The number of turrets in this vessel are four, but in future ships of the same class will only carry two. Besides these types of vessel, which are calculated to fulfil every necessary condition of ships of war, will be seen those only intended to cruise along the coast and protect the ports and harbours. Among these are the floating-batteries *Arrogante* and *Ambuscade*, of 120-horse power; and the coastguard vessels, like the *Belier* and the *Taureau*, of 420-horse power, each armed with a single gun, lodged in a turret in the fore part. They are shaped on the principle that the penetrating force of projectiles is reduced in very great proportion when they strike obliquely instead of on a flat surface, so that, presenting everywhere only a sloping



1. ALMA, ARMOURD CORVETTE.

2. BELIER, COASTGUARD.

3. GUN-BOAT SECOND CLASS.

4. GUN-BOAT FOR RIVERS.

5. MARENGO, ARMOURD FRIGATE.

6. LE ROCHAMBEAU.

THE FRENCH IRON

has not been materially shortened. The average time from England to Australia before the publication of Captain Maury's charts was 124 days, and the return journey occupied about the same time. Since then the outward journey has been reduced to ninety-seven days (on the average), and the homeward passage has been made (under canvas alone) in sixty-three days. The average passage to California—the route which of all others most tries the prowess of a ship and the skill of a commander—used to be about 183 days; it has now been reduced to 135 days. A less important reduction has been shown in the voyage from Europe to China, yet even here the outward passage has been diminished by ten days. We may be sure that the captains of the homeward-bound tea-ships are not among the number of those who despise the teachings of the improved "wind and current charts." Every air-current which may help their progress, the turnings in the road, the crossings by the way, the regions to be avoided on account of baffling winds or deceitful currents—all these things, we may depend, are now being carefully studied by the captains of the rival clippers. Each year their track becomes more sure, and the winds and currents of the various regions they have to cross become better understood; and, as we have said, the knowledge which is thus being stored up has a scientific as well as a commercial interest. We are beginning to understand something of the movements of the two great oceans which surround our planet; and if we recognise a complexity in the phenomena presented by either which at

present baffles our attempts to discover exact laws in their succession, yet already a most important advance has been achieved in the determination of the general laws which regulate the motion of air currents and sea currents. Great good has already sprung from this knowledge, the public interests have been served, the convenience of society has been enhanced, shipwrecks and disasters have been prevented, and, lastly, results have been obtained which promise for us a new and yet more important extension of the bounds of human knowledge.

THE HUNDREDTH ASTEROID.

ON April 18 in the current year the ninety-eighth asteroid was discovered at Clinton, United States, by Mr. Peters, the American astronomer. Rather more than a month later, the ninety-ninth asteroid was discovered at the Marseille Observatory. And now news reaches us that the hundredth asteroid has been discovered by Professor Watson, of Detroit, Michigan.

It is interesting to compare our present views respecting the constitution of the solar system with those which prevailed at the beginning of the century. At that time astronomers had seen no reason for supposing that the solar system consists of bodies other than those now termed the principal planets, and their attendant moons. The few comets which have been found to travel

in settled orbits around the sun were looked upon rather as accidental additions to his train of attendants than as regular members of his system. But on the first night of the first year of this century, the first of the minor planets or asteroids was discovered; and, this discovery being quickly followed by the detection of other asteroids, astronomers were led to recognise the fact that the planets and their attendant satellites form but a small proportion of the solar system, when the number, and not the mass or volume, of the individuals composing that system is made the basis of consideration.

During the first forty-four years of the present century only four asteroids were discovered. The fact that these four bodies move at nearly the same mean distance from the sun led Olbers (who had discovered two of them) to form the theory that they may be the fragments of a single large planet formerly occupying the space between Mars and Jupiter. It had long been noticed by astronomers that an unusually wide gap separates these two planets. A certain law which appeared very fairly to represent the relation between the planetary distances, required (to be completely fulfilled) that a planet should travel between the orbits of Mars and Jupiter. When Uranus was discovered to be travelling far beyond Saturn, in an orbit which corresponds with almost absolute exactness to the requirements of the law in question, it seemed still more reasonable to suppose that there must be some body occupying the vacant space between the two planets we have

in thickness, supposed to be invaluable to every present in use. This forms a distinct department, divided from the fore and aft by transverse paring thus rendered independent, may be pierced without rendering the ship itself unmanageable, uncertain in the very prominent spur with vessel is turned, and the remarkable elevation. The corvette Alma only differs from the dimensions and the size of its guns, which are only a. The number of turrets in this vessel are four but of the same class will only carry two. Besides these, which are calculated to fulfil every necessary condition of war, will be seen those only intended to cruise at and protect the ports and harbours. Among the batteries Arrogante and Ambuscade, of 120-horse power, each armed with a single gun, lodged in a fore part. They are shaped on the principle that long forms of projectiles is retained in very great when they strike obliquely instead of on a so that, presenting everywhere only a sloping

side, the coastguards of the Taureau type are eminently invulnerable; and it is the same with the Onondaga and the Rochambeau, two vessels bought by the French Government from the United States. The Onondaga is not yet fitted with guns, and the Rochambeau is said to be one of the most formidable engines of war ever turned out of the American arsenals. It is moved by an engine of 1000-horse power, carries fourteen guns (four of 27 centimetres and ten of 31 centimetres), and is so strongly plated that the casing represents a mass of foundry work of the total weight of 5308 kilograms.

To sum up the present force of the new ironclad squadron of France, there are in course of construction sixteen vessels, of which four are frigates, seven corvettes, and four coastguards, together with a floating battery—an addition which will increase the French ironclad fleet to forty-four vessels of all sorts; to which may be added twenty sailing-vessels and 316 steam-vessels, representing a total force of 72,800-horse power.

OCEAN WIND AND WAVE CURRENTS.

The annual race of the tea-ships from China has a scientific as

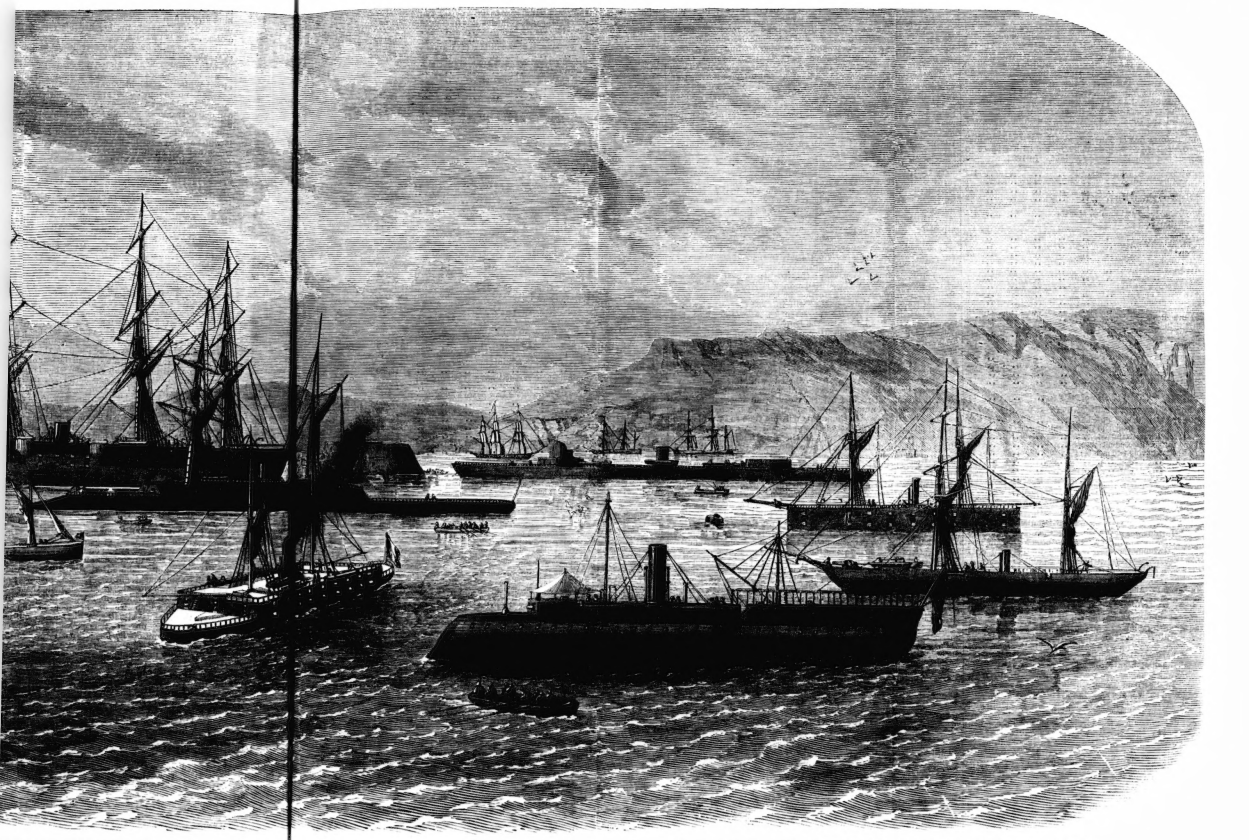
well as a commercial interest. Year after year the sailor is learning more and more how to utilize the winds and currents at sea. The routes which should be followed by outward or homeward bound ships are no longer a matter of opinion or a subject of speculation. Of old, when each captain gathered up his own experience for his own use, it was impossible that even the most practiced seaman could have just views respecting sea routes traversing many thousands of miles. Even the journey across the Atlantic was pursued for many centuries by experienced sea-captains with no little knowledge of the proper season by which they might have availed themselves of the winds and currents of that ocean that the average period occupied in the journey was nearly four weeks longer than it should have been. In the year 1770 the Board of Customs at Boston, U.S., sent to the Lords of the Treasury a memorial in which they stated that the packets from Falmouth to Boston were commonly a fortnight longer than the common traders from London to Providence, Rhode Island, a difference which arose from the fact that the captains of the latter ships were acquainted with the habits of the Gulf stream, while the Falmouth captains were not.

The publication of Captain Maury's "Wind and Current

Charts" called the attention of navigators to the advantages which would necessarily accrue to commerce if the experience of all who traverse the sea could be collected together and the results incorporated in charts. At the meeting of the British Association of 1853 it was stated that the merchants of Bombay estimated the annual saving which would accrue to British commerce, in those waters alone, from the use of properly constructed "wind and current charts," would be from two to four hundred thousand pounds.

Since that time the course of research suggested by Captain Maury has been widely extended. The blank spaces left in his charts have been filled up, and in every sea a multitude of observations, far better and more exact than those contained in the old sea-books made use of by Maury, have been collected and summarized. "In a little while," says Maury, "more than a thousand navigators were engaged day and night, and in all parts of the coast, in making and recording observations according to a uniform plan, and in furthering this attempt to increase our knowledge as to the winds and currents of the sea, and other phenomena which relate to the safe navigation of its waters."

The result has been that there is no important sea voyage which



THE FRENCH IRONCLAD SQUADRON.

orbits around the sun were looked upon rather as accidents to his train of attendants than as regular members thereof. But on the first night of the first year of this discovery being quickly followed by the detection of comets, astronomers were led to recognise the fact that the attendant satellites form but a small proportion of the system, when the number, and not the mass or volume, of individuals composing that system is made the basis of calculation.

The first forty-four years of the present century only six comets were discovered. The fact that these four bodies follow the same mean distance from the sun led Olbers (discovered two of them) to form the theory that they were fragments of a single large planet, formerly occupying between Mars and Jupiter. It had long been noticed by that an unusually wide gap separates these two certain law which appeared very fairly to represent between the planetary distances, required (to be considered) that a planet should travel between the orbits of Mars and Jupiter. When Uranus was discovered to be travelling in an orbit which corresponds with almost Saturn, in the requirements of the law in question, it more reasonable to suppose that there must be some ring the vacant space between the two planets was have

named. Accordingly, astronomers set themselves diligently to search for such a planet, and were rewarded, as we have seen, by the discovery of no less than four distinct bodies, each of which travelled at a distance from the sun corresponding very closely with the assumed law regulating the planetary distances. It seemed natural to conclude that the law had once been fulfilled more exactly—that a planet comparable in splendor to Jupiter or Mars had travelled between those bodies, and that thus the harmony of the planetary scheme had been of old complete. According to Olbers's theory, a planet of this sort had been burst into fragments, each of which had continued to travel thenceforth in an independent orbit around the sun. Many eminent mathematicians calculated the effects of a catastrophe of this sort, and it seemed not wholly impossible that observed appearances might result from the action of such internal forces as may fairly be conceived to have existed within the imaginary planet. For instance, in the *Cometæ de Trapp* for 1814, Lagrange published investigations which seemed to show that an explosion which should project each fragment of the planet with a velocity about twenty times as great as that of a cannon-ball would be sufficient to account for the observed motions of the newly-discovered bodies.

It resulted, of course, from Olbers's theory that many more bodies might fairly be looked for between the orbits of Mars and Jupiter; yet a considerable period elapsed before any others were discovered. In 1845, however, M. Hencke, who had been engaged for a long

time in the search, discovered a fifth asteroid, and in 1847 he discovered a sixth. In the same year Hind discovered two more. From that time to the present, no year has passed without the discovery of one or more asteroids. "In some years upwards of half a dozen have been discovered; for instance, eight in 1852, nine in 1857, and ten in 1861. The number has now reached one hundred, as we have said; nor does there seem any reason for anticipating that the progress of discovery will for a long time reach a term. One circumstance, however, must be noticed. The asteroids discovered from year to year are growing "small by degrees and beautifully less." None but powerful telescopes now have any chance of bringing new asteroids to light; and so diligently is the research being prosecuted that the same asteroid is often discovered independently by more than one observer. Thus, it seems scarcely probable that any asteroids within the range of our best observatory-telescopes will eventually escape observation. There is, therefore, a limit to the detection of asteroids with our present telescopic powers, although many years will doubtless pass before that limit is reached.

We must remark that modern investigations do not point to Olbers's theory as the true solution of the problem presented by the zone of asteroids. Mr. Newcomb, an American astronomer, has examined that theory with great care. He remarks:—"When we carry the results of the hypothesis to numerical exactness, the observed phenomena are very far from agreeing with the idea" that

the asteroids are the result of the explosion of a single large planet. "Moreover," he adds, "it is difficult, perhaps impossible, to imagine how any known natural cause, or combination of causes, should produce such a result as the shattering of a planet." This objection, however, as Mr. Newcomb himself remarks, is not fatal, since the limits of our knowledge are not necessarily the limits of possibility. Indeed, the view has arisen in recent times that the occurrence of an extensive submarine earthquake might produce the destruction of our own earth by admitting the waters of oceans within its crust to be thus immediately transformed into steam by the intensity of the earth's internal heat. But although the possibility of a planet being shattered must be admitted, we have excellent reasons for doubting whether the asteroids afford satisfactory evidence of such a catastrophe having ever actually taken place.

The more probable supposition seems to be that which regards the asteroids as having existed from the beginning very much in their present state. The modern theory of the solar light, and the reasons we have for regarding Saturn's ring as a zone of minute satellites, seem to point to the asteroids as forming a collection of minute planets, and as no more resulting from an explosion of a planet than Saturn's ring can reasonably be supposed to have resulted from the explosion of a Saturnian satellite.—*Daily News*.

THE REFORM BILLS OF 1832 AND 1868.

(From the "Times.")

At a moment when everybody is speculating on the composition of the new Parliament, and when 500 or 600 gentlemen are anxiously weighing their chances of a renewal of senatorial honours, it may be worth while to turn back to the general election of 1832 as most nearly resembling the impending contest. That the House of Commons of 1868 will differ as much from its predecessor as the House of Commons of 1833 differed from that of 1831 is possible, though, for reasons which will presently appear, exceedingly improbable; that it will differ more is morally impossible.

On a comparison of the first and second Reform Acts the larger dimensions of the former are obvious. Household and lodger suffrage may be "a leap in the dark," and are undoubtedly a very wide measure of enfranchisement; but it was a more considerable change to wrest electoral power from oligarchical corporations and smaller or larger bodies of freemen and extend it to £10 householders. Prior to 1832 there existed in many towns no genuine electoral body at all, and the election of that year was the first real expression of the popular voice for many generations. It was therefore the height of improbability that these communities would re-elect the so-called representatives who had been returned by patrons, or by cliques, always irresponsible and often corrupt. Wherever the Reform Act converted a sham election into a real one, a change of members followed as a matter of course. The Act of 1867 has effected a far less considerable change. In 1867 our representative system was reformed; in 1832 it was revolutionised. Admitting everything that can be alleged against the régime now on the eve of dissolution, it is still undeniable that it afforded a genuine, if an imperfect, reflex of the will of the nation. Thus much as to boroughs. With regard to counties, the reduction of the occupation franchise from £50 to £12 and of the copyhold and leasehold qualification from £10 to £5 may materially affect the influence of the landed interest, yet it can hardly involve more important consequences than the Act of 1832, which first introduced an occupation and copyhold qualification. Indeed, the comparative indifference with which ardent Reformers regarded the county franchise was a notable feature of the recent struggle.

If the second Reform Act is thus less significant than the first with respect to the franchise, it is puny indeed with respect to redistribution. It is a mannikin beside a giant. In 1832

66 two-membered boroughs were disfranchised	112
Higham Ferrars was disfranchised	1
30 boroughs lost a member each	30
Weymouth and Melcombe Regis lost	2
Total number of seats	145

These were thus allotted:—

22 two-membered English boroughs	44
20 one-membered boroughs	20
26 counties were divided	52
Yorkshire was divided, having an addition of 7 counties received a third member	7
Isle of Wight	2
Southwark and Liverpool a second member	2
3 Welsh counties a second member	3
Swansea district—new group	1
Scotland obtained an addition of	8
Ireland obtained an addition of	5
Total	145

In 1867-8 a far less sweeping change was made:—

6 two-membered boroughs were disfranchised	12
5 one-membered boroughs were disfranchised	5
35 boroughs lost one member each	35
Peebles and Selkirk (united) lost	1
Total number of seats	53

These fifty-three seats were thus disposed of:—

13 counties further divided with an addition of	25
Manchester, Liverpool, Birmingham, and Leeds, a third member	4
Hackney separated from Tower Hamlets	2
Merthyr Tydfil and Salford a second member	2
10 new boroughs, Chelsea having two members	11
London University	2
Scottish Universities	2
Scottish border boroughs	1
Ayr, Aberdeen, Lanark (counties), Glasgow, and Dundee, one additional member	5
Total	53

One hundred and forty-five seats being redistributed in 1832, as against fifty-three in 1867, let us see what was the operation of the former measure. Of 513 English members (the complement was reduced by the Act to 500) 190 were re-elected by their old constituencies, about seventy of them without the trouble of a contest, and virtually ten or a dozen more, the contest being only for the second seat. Thirty-six others wooed their old loves, but were unsuccessful in several of these cases; the boroughs having figured in schedule B, and the two former members fighting for the single seat that was left. About seventy transferred their affections to other constituencies and were successful suitors; so that, in all, 260, or half the English members who sat in the Parliament which passed the Reform Bill, sat also in the reformed House. Sixteen other hon. gentlemen were "on with a new love," but encountered rejection; one of them, Sir De Lacy Evans, being doubly defeated—at Rye, for which he had been returned in 1831; and at Westminster, where he was brought forward in opposition to Sir John Cam Hobhouse. In Scotland twenty members were re-elected, three or four changed their seats, and six were defeated. In Ireland thirty-nine obtained re-election, thirteen were unsuccessful, and some half dozen changed their seats.

In a number of cases members went from one part of England to another, or crossed St. George's Channel. The present Lord Derby, then a leading member of the Whig Government, went from Windsor to Lancashire; Lord Lytton, then described as a Radical Reformer, from St. Ives to Lincoln; Lord Macanlay from Calne to Leeds; Lord Stanhope from Wootton Bassett to Hertford, ousting "Tom Duncombe," and his colleague being Lord Ingestre, who had been member for Dublin. Norwich borrowed one of its representatives, Sir James Scarlett, from Cockerham, and the other, Lord Stormont, from Woodstock. Sir Henry Willoughby, Yarmouth (Isle of Wight), being disfranchised, found a refuge at Newcastle-under-Lyme. Lord Palmerston, who when ousted from Cambridge University had betaken himself to Bletchingley, came in at the head of the poll for South Hampshire, the University fixing its choice on the Speaker, Mr. Manners Sutton, who had sat in the late Parliament for Scarborough. The new metropolitan constituencies opened the House of Commons doors to several men whose boroughs had been inserted in schedule A or schedule B. Thus, Lambeth elected Mr. Tennyson D'Eyncourt, who had represented Bletchingley, if it be not a solecism to say that such a place had been represented at all; the Tower Hamlets rescued Dr. Lushington, who had been politically shipwrecked at Winchester; Marylebone returned Attorney-General Sir W. Horne, who had sat for Newton, Hants; and Mr. Portman, who had been a member for Dorsetshire. O'Connell transferred his affections from Kerry to Dublin, and, by insisting on the shibboleth of "Repeal," obliged several members to fly for refuge to less exacting constituencies in England. Lord Tullamore went from Carlow to Penryn, Mr. Spring Rice from Limerick to Cambridge, and Lord Duncannon from Kilkenny to Nottingham. There was, however, a slight counter-current; for Sir John Beresford, shifting from Northallerton to Coleraine, succeeded by a single vote; and Mr. Thomas Gladstone, driven from his anchorage at Queensborough, secured election at Portarlington. His brother, the present leader of the Opposition, entered Parliament as member for Newark, both of them being Conservatives, and, as the sons of a West India proprietor, opposed to the immediate abolition of slavery, which was one of the test questions of the day. Mr. Disraeli, making his debut in public life at the same time as his future rival, was less successful. "Sup-

ported by neither of the aristocratic parties," but recommended by Hume and O'Connell, "he fought the battle of the people" (the expressions quoted are his own) at Wycombe; but, though supported by Tories as well as Radicals, he failed by twenty-one votes to break down Whig influence in that small Buckinghamshire borough. Nobody would have ventured to predict that the young ultra-Tory Christ Church student was destined to lead the Liberal party, or that the Radical candidate for Wycombe would prove the "foeman worthy of his steel." Who knows but that in the coming election some unknown young men may in like manner enter Parliament on whom the mantle of statesmanship is fated to fall?

Mention has been made of the fact that about a score of the former members vainly solicited the suffrages of the new constituencies. Three or four of them deserve to be particularised. A future Lord Chancellor, then known as Sir Edward Sugden, dispossessed of his seat at St. Mawes, met with defeat at Cambridge. Sir Charles Wetherell, another prominent Conservative, stranded at Broughbridge, was unsuccessful at Oxford. The present Duke of Wellington, driven from Aldborough, in Suffolk, was defeated in Hampshire. The poet Præd—doomed, alas! to an early grave—went on a bootless mission from St. Germain to St. Ives.

Speaking roughly, the "new blood" formed half the reformed House. Allowance must be made for a handful of members, who, though excluded from the Parliament of 1831, had previously been legislators; and as *Dod* only commenced his labours with the new Parliament, it is difficult in several cases to ascertain the identity of persons bearing the same name. Taking these things into account, it may be safely stated that about 340 gentlemen were re-elected, and that about 300 neophytes entered the reformed House. This is a phenomenon to which it would be difficult to find a parallel in recent times; and it is hardly surprising to find the *Annual Register*, writing before Parliament had assembled, speaking of the elections in such bitter and desponding terms as these:—"There was a great dislocation of old connections and former interests; an extensive removal of acknowledged talent and worth to make way for ignorant and bold empirics or for unprincipled knavery, which cared for nothing and would pledge itself to everything." It went on to deplore "the loss of many men of great talent, of honourable characters, and acknowledged usefulness, while men were returned on the faith of pledged and reform to whom, although the affairs of the nation were to be intrusted, no man would have thought of intrusting any affairs of his own."

We have seen that the redistribution of 145 seats and the ordinary vicissitudes of Parliamentary life led to the removal or retirement of nearly half the former members. What will be the probable result of the more moderate measure of 1867? Now, as in 1832, seats have been taken from the south and given to the north. The Cornish boroughs were rudely despoiled by the first Act; Devon, Dorset, Wilts, Hants, Gloucestershire, and Sussex are especial sufferers from the second, and it is not to be expected that the M.P.s for boroughs like Honiton, Marlborough, and Lymington will be welcomed at Stalybridge, Darlington, or Dewsbury. The forty-five seats taken away from small towns and transferred to other English constituencies must almost inevitably lead to as many changes in the *personnel* of the House; for even should any of those forty-five gentlemen find refuge elsewhere—should Mr. Brand, for instance, secure election in Cambridgeshire, or Lord Edward Howard at Preston—they will in most cases displace the present occupants. As for the seven seats sacrificed to the exigencies of Scotland, it is true the Lord Advocate, Thelford being politically submerged, is soliciting the suffrages of the northern Universities, and may have a chance of success; but his half dozen companions in misfortune have not, as southrons, the remotest prospect of winning the favour of Scotch constituencies. Speaking broadly, a seat transferred involves a change of member, and the fifty-three seats redistributed will introduce fifty-three new faces into the next Parliament. Then, again, the close of a political régime naturally causes an unusual number of retirements. A number of veterans who have borne the labour and heat of the day will think this a fitting time to give place to their juniors. The fifty-three changes will thus, probably, be augmented to 100, and possibly another fifty, finding the composition of their constituencies so much altered as to render it hopeless to stand a contest, will retire altogether or offer themselves elsewhere. This would bring the number of changes up to 150, and there remain for consideration the chances of the elections. If the number of members rejected by their former constituencies be put down at seventy, the conclusion would be that 220 gentlemen who took part in the passing of the second Reform Act will have no share in its working, and that one third of the new Parliament will consist of untried men. It is quite conceivable that the composition of the new House will not differ so considerably from that of the old, and it is highly improbable, judging from the experience of 1832, that this estimate will be exceeded.

Contests will no doubt be as general and as obstinate on this occasion as in 1832, but it is to be hoped there will be less bribery and less rioting. The attention of the new Parliament will now, as then, be first devoted to Ireland, and since history often repeats itself, it is even possible that the Speech from the Throne may contain a paragraph similar to this, which was put in the mouth of William IV.:—

In the . . . reforms that may be necessary you will probably find that, although the Established Church of Ireland is by law permanently united with that of England, the peculiarities of their respective circumstances will require a separate consideration.

MR. FREDERICK PEEL, son of the late Sir Robert Peel, and formerly M.P. for Bury, is a candidate for the south-eastern division of Lancashire, having come forward at the request of the local Liberal Registration Society.

ROYAL NATIONAL LIFE-BEAT INSTITUTION.—A meeting of this institution was held on Thursday, at its house, John-street, Adelphi—Sir Edward Perrot, Bart., V.E., in the chair. The minutes of the previous meeting having been read, rewards amounting to £180 were voted to the crews of various life-boats for recent services. During the past month the following services had been rendered by the boats of the institution:—Ship Empire Queen, of Dublin, vessel and twenty-one men saved; brigantine Nameless, seven men saved; brigantine Helen Anna, of Cork, five; schooner Emily Ann, of Carnarvon, three; brig Peregrine, of Cork, two; schooner Sarah Pringle, of Liverpool, three; schooner Annie Jane, of Runcom, assistance rendered; French smack Jules Josephine, four; ship Favourite, of Fleetwood, and barque Economist, of Milford, rendered assistance. On thirteen other occasions the crews of the life-boats had either assembled or gone off to the aid of vessels in distress; but in those cases their services were not ultimately needed. Altogether in the past month the life-boats had rescued forty-five shipwrecked persons, besides assisting to save four vessels from destruction. The silver medal of the institution was voted to Robert Roe, Esq., J.P., of Lymington, North Devon; and the special thanks of the society to other persons in acknowledgment of their gallant exertions in assisting to save the lives of the crew of the ship Home, of Bristol, which was wrecked in Lynmouth Bay, on the 22nd ult., in a gale of wind and heavy sea. The boatmen engaged in this service had already received a liberal pecuniary reward from a fund raised locally or elsewhere. Various other rewards were also granted to the crews of different shore-boats for saving life from shipwrecks on our coasts, and payments amounting to upwards of £500 were ordered to be made on various life-boat establishments. It was reported that the Earl of Strafford had presented to the institution the life-boat and equipment to be stationed at Weymouth. A legacy of £100, less duty, had also been received from the executors of the late Joseph Hudson, Esq., of Barrow-on-Soar. During the past month new life-boats and carriages had been forwarded to Cleethorpes, on the coast of Lincolnshire, and Gromer, Norfolk. The Cleethorpes boat, the Manchester Unity, presented to the society by the Independent Order of Odd Fellows, was exhibited at the Crystal Palace and at Windsor, at the desire of the order, before being forwarded; and subsequently a grand demonstration took place at Grimsby and Cleethorpes on the occasion of the presentation and launch of the life-boat, under the superintendence of the Inspector of life-boats of the institution, upwards of 50,000 persons being present, most of whom had come by excursion-trains from inland towns for the occasion. The subject of stationing a life-boat at Lynmouth, North Devon, was brought under the notice of the meeting, and received earnest attention. It was postponed for further inquiry, one of the officers of the institution being instructed to visit the locality forthwith. Reports were read from Captain Ward, R.N., the Inspector, and Captain D. Robertson, R.N., the assistant Inspector of life-boats to the institution, on their recent visits to various life-boat stations on the coast. The proceedings then terminated.

OUR NATIONAL EXPENDITURE.

THE following letter has been addressed by the Chancellor of the Exchequer to Mr. Assheton Cross, the Conservative candidate for South-West Lancashire:—

Lochlether, Inverness, Aug. 24, 1868.

My dear Cross,—In reply to your letter requesting me to furnish you with some detailed explanation of the increase of public expenditure since Lord Derby's Government took office, and in answer to Mr. Gladstone at St. Helens, I would, in the first place, remind you that Mr. Gladstone made a similar attack upon the Government in the House of Commons on the night of my financial statement, confining himself, as at St. Helens, to generalities; that upon that and subsequent occasions he was fully answered, and challenged to show that the services upon which the increase had mainly taken place had not been left in an efficient state by the late Government, and that this challenge he has never taken up.

I do not complain of the statement that the expenditure voted by Parliament has risen £3,000,000 since the change of Government—speaking in round numbers, that is sufficiently accurate. The difference between the estimates presented to Parliament by the late Government for 1866-7 and by the present Government for 1868-9, after making all necessary corrections for alterations in account and transfer of charges from the Consolidated and other funds, amounts, I believe, to £2,815,654.

1. The excess of the Army Estimates of 1868-9 over the original Estimates of 1866-7 amounts to £1,360,000

The principal causes of increase are as follow:—	
Increase of pay to Army and Militia, and for more efficient recruiting of the Army	£500,000
Raising Militia to full quota	82,000
Cost of converting smallarms, on an average of the three years	200,000
Heavy ordnance for forts, on an average of the three years	70,000
Military expenditure for Straits Settlement, Ceylon, and Australia, in consideration of which contributions from those colonies are to be paid into the Exchequer	128,000
Capitation grant to volunteers	37,000
Increase of vote to expedite the completion of Bermuda fortifications	35,000
Increase of pay to medical officers under Royal warrant, sanctioned by late Government	18,000
To carry out provisions of Contagious Diseases Act	40,000
Increase in cost of provisions	100,000
To accelerate completion of survey	30,000
Total	£1,240,000

The balance—viz., £120,000—covers the cost of rewards to inventors, a hospital-ship at Hong-Kong, drainage at Gibraltar, and a number of other items that it would be tedious to enumerate.

2. The excess of the Navy Estimates of 1868-9 over the original estimates of 1866-7, added to the supplemental estimate of March, 1866, after making the necessary adjustment for alterations in the account, &c., amounts to £584,914.

Accounted for as follows:—	
Increase of 2d. a day pay to Marines	£50,000
To improved system of retirement of officers of Royal Navy	12,656
Increase of pay to medical officers of Royal Navy	5,926
Increase in vote for wages of seamen and marines	70,000
Total	£138,582

And the residue principally due to increased shipbuilding.

3. The excess of the Civil Service and Revenue Estimates as finally voted for 1868-9 over the original estimates of 1866-7, after making the necessary adjustment for alterations in the account, &c., amounts to £870,740

From this should be deducted (say) 300,000

Being that portion of the Supplemental Estimates for 1866-7 (excluding Extraordinary Services) which ought to have been provided for in original estimates. £570,740

This increase may be thus accounted for:—

Constabulary of Ireland, in pursuance of Report of Commission of 1866, presided over by Mr. Knatchbull-Hugessen	£147,000
25 per cent of augmentation of pay of police, Great Britain, in accordance with circular, in 1866, of Sir G. Grey	15,000
Extension to Ireland of payment of schoolmasters' salaries and half medical expenses of poor-law administration, as promised by Mr. Gladstone	65,000
Carrying out of works commenced or sanctioned previous to July, 1866	96,000
Extra expenses of Home Office and Poor Law Board administration, owing to legislation	15,000
Fire Brigade, metropolis	7,500
Increase in law charges, owing to Fenianism	40,000
Education	113,000
Science and Art	65,000
Cattle-plague department, not heretofore provided for in Estimates	7,000
Total	£570,000

There have, of course, been many increases under different heads of service which I have not alluded to, as they have been met by corresponding reductions under other heads; but I believe that the above statements give a fair account of the real causes of the increased estimates.

Now, as regards the Army expenditure, you must remember that, before the change of Government took place, the War Office had determined to convert the smallarms into breech-loaders, but scarcely any provision had been made in the estimates for that purpose.

That the difficulty of recruiting the Army had become so great as to induce the then Government to appoint a Commission to report upon the subject, and that the Commission made recommendations entailing a very great increase in the estimates.

That the forts built by the late Government were without armaments.

Now, what has been the result of the increased expenditure?

1. As regards smallarms, the operation of conversion will be nearly completed by the end of this year.

2. As regards recruiting the Army, the extra pay has induced no fewer than 26,000 veteran troops to re-engage themselves.

3. As regards arming the forts, 267 pieces of ordnance have been provided (part of which was estimated for by the late Government), and of these 142 are already mounted.

Then, with respect to the Navy, I would call your attention to the statement made by Sir John Pakington in the House of Commons, on Aug. 4, 1866, in answer to Mr. Graves:—

"I regret to state I find the reserves by no means in a satisfactory condition, or, indeed, in such a state as I had a right to find them; so much so that the Admiralty has great difficulty in finding relief for the ships that return from foreign service."

It would be impossible within the limits of a letter to contrast the state of the Navy now with what it was two years ago; but, if you will read the speech of Mr. Corry, in moving the Navy Estimates on May 11 of this year, I think you will be satisfied that great advances have been made towards efficiency.

Lastly, with respect to the Civil Service expenditure. With the exception of a large increase in the votes for education and science and art, and of a grant towards the Glasgow University building, I am not aware that the present Government can be charged with burdening the taxpayers of the country to a greater amount than was necessary to comply with the provisions of recent Acts of the Legislature, and to carry out the engagements entered into by their predecessors.

TWO LOVERS DROWNED.—Last Saturday a melancholy accident occurred in the Clyde, opposite White's Chemical Works, Rutherglen, which resulted in the death of two persons, named Janet Murray, twenty-one years of age, and Thomas McIntyre, twenty-two years of age. It appears that McIntyre and Murray, who were employed in Dick's Gutta Percha Works, had been courting for several years. On Saturday evening McIntyre hired a boat at the Humane Society House, and, in company with the young woman, Murray, pulled slowly up the river. On approaching White's Chemical Works, a man named Simpson, who was fishing in the south side of the river, called to McIntyre to pull his boat towards him, as his fishing-line had got entangled with something, and he could not get it extricated; and McIntyre did so. At the spot where Simpson was fishing the river-bank is faced with stone, and near the surface of the water stones project at several places. After McIntyre pulled his boat to the side, Simpson, who wore clogs, descended from the quay to one of the projecting stones for the purpose of assisting in getting his line sorted. Unfortunately, however, his feet slipped off the stone and he was precipitated into the water, which at the spot in question is fully 14 ft. deep, and disappeared. On coming to the surface, he made a desperate clutch at the side of the boat, in consequence of which the tiny craft capsized, and the three persons were left struggling in the river. They all succeeded in catching hold of the boat; but, unhappily, while Simpson was in the act of getting a better hold, the boat gave a lurch, and McIntyre and his sweetheart sank. The young woman never reappeared. McIntyre rose to the surface, but, as there was no help at hand, he, too, sank to the bottom. The bodies were recovered in about an hour afterwards.

EXPERIMENTS have just been made at La Spezia, by order of the Italian Minister of Marine, to test the quality of a bed of coal recently discovered in the valley of the Taro by Colonel Leonard. A comparison was made between this fuel and the best anthracite from Cardiff, on board the steamer Anthon, and the result, relative to the speed attained, was quite satisfactory. Coal extracted from the Taro pits was used to light the town of Spezia, and no perceptible difference was found between the gas produced and that from the combustible usually employed.

CAPTAIN SHERARD OSBORN ON WASTEFUL EXPENDITURE.

REDUCED taxation and reduced expenditure are matters every elector in the kingdom can appreciate; and, if diminished expenditure merely means the getting rid of a mass of inefficient officers, men, and materials, now draining our resources and giving a fictitious appearance of strength where such strength does not really exist, it surely calls for uncompromising action on the part of the constituencies of Great Britain to pledge their future representatives to sweeping reduction in our naval and military expenditure, and to take care that such pledges are faithfully redeemed.

My testimony may be worth little; but, such as it is, after having given much consideration to the subject of public expenditure on the Navy, ever since the appearance of a little work, in 1867, known as "Sir Frederick Grey's Bluebook," and having devoted some study to military expenditure, whether on men, fortifications, materials, or manufactures, I avow that there should be now little difficulty in reducing it by the annual sum of six millions, or a sum equal, say, to our income tax of 5d. in the pound, and that without impairing the real fighting power of the State.

Of course we are all agreed that such trenchant reduction cannot be wrought by a weak Government or a Parliament composed, for the most part, of contractors or their allies. Neither can we expect it if the next Parliament should be, according to recent prophecy, reconstituted of "young lords and soapboilers." But, given such men as Joseph Hume and Sir James Graham, the economy can be effected with proportionate efficiency in all branches of the Navy and Army.

So far as my own profession is concerned—whether in effete admirals, unserviceable half-pay officers of all grades, huge dock-yard establishments, crazy ships, gangs of loafers receiving pay as combatants who have sworn to themselves never again to see blue water, and reserves which are only so in name—I maintain that there never was a time in the history of our Navy when unsparing retrenchment could be more advantageously carried out, both in the interest of the State and of our service.

What is true of the Navy is still more applicable to the Army. Take our home military expenditure in all its branches, add that to the vast sums wrung from the Hindoo for that portion of the British forces which are in India, and I think you will find that England stands at the head of all the nations of the earth in her military expenditure, though a long way down the roll in the number of combatants she could proportionately produce. The fact is, neither Horse Guards nor War Office has calmed down since the Crimean War and the Indian Mutiny. More camps, more garrisons, more forts, more muskets, more guns, more staff officers, more appointments, more patronage, is ever the Horse Guards' cry, just as the list touchingly read by the Admiralty organ in the House of Commons last Session was for more money, more ships, more seamen in the Navy.

The limit must be drawn by the taxpayer; if he gives unlimited credit there will be unlimited expenditure, and every Ministry will justify it by an appeal to a self-appointed Select Committee of professional men.

Comparing our increasing expenditure since the Crimean War with the returns of pauperism, it is curious, after allowing for the sudden accession of paupers caused by the cotton famine, to note how much the two items run parallel to each other. Last Lady Day, just as Tory Secretaries of State were justifying the previous year's waste and asking for more supplies, there were nearly a million of declared paupers in Great Britain. That million of houseless, penniless creatures had behind them, as we all very well know, another million of poor souls; some who preferred to starve rather than beg, others who warred on society, living on it, if not by it. To these two millions we must add those who live upon us, from befattered Commander-in-Chief down to the soldier, sailor, policeman, public pensioner, and employes, before we can arrive at anything like a just proportion of the drones and wasps the bees have to support in this our British hive.

Is it too much to say that there are touching three millions such out of the thirty millions in these isles, or one million to be supported out of the labours and efforts of every ten millions of workers? A heavy burden, in truth, during a period of profound peace! And have we not a common interest, therefore, in struggling for light taxation and small expenditure?

Something might be said in favour of our present large outlay in camps and fleets if the mere outward semblance of efficiency—the "pomp and circumstance" without the real preparation for war—would serve the purpose of frightening foreign Powers from ever disturbing us. But it does not answer its purpose, any more than the Japanese calico screens representing heavy batteries stopped our reaching Jeddah and its Tycoon. If anyone doubts it let him read—and I strongly advise the perusal—a remarkable report by the United States' Commissioners to their Government on the exhibitions of the munitions of war in Paris last year. Taking the chapter "Iron-clad Ships" alone, it is evident we have been unable to cast any glamour in the eyes of our Transatlantic brethren. They have discounted our expensive fleet of broadside armoured vessels, and they more than ratify all the *Times* has ever said, or I have ever written in *Blackwood's Magazine* or elsewhere, on the same sad subject. The Report should be printed in the largest type, and hung up in the board-room at Whitehall. The Yankees have quite seen through our calico fleet, and shown how unprotected ends, in ironclads will only serve to burn or smoke out our seamen from protected box batteries; how rams of the Amazon type will not ram, save to their own destruction; how things like the *Pallas* will not serve as the eyes of a fleet to any future Nelson; how "it would be difficult to imagine a case of more successful deception than that by which the British public has been led to believe that the armour-plates of the *Hercules* are nine inches in thickness," because a *Hercules* target was stuck up in the Exhibition with a 9-inch plate on it, and so ticketed; and how they have summed us up, after spending so many millions of money, as merely possessing an "egg-shell fleet," which, "in the event of a war, would prove a source of weakness rather than of strength to the nation."

If such is, then, the result, and I and many others believe it to be so, surely the real remedy lies in economy? If a collection of old gentlemen or officers incapable of appreciating the future requirements of our Navy and Army are to waste public money in ships and forts because it is our ancient custom that they should do so, the less money they have to play with the better. When war really comes we shall all wake up; we shall have all the better means in hoarded wealth to meet the requirements of the moment, and we may rely on the patriotism of our countrymen, the skill, energy, and resources of our private factories and yards, and the genius of our people for war as well as their love of peace. Herein lies our real strength; for, as the Commissioners already quoted say, very truly, "No one who examines the products of British skill and labour, as illustrated in the Champ de Mars, can doubt for a moment that English shipyards can turn out ironclads better adapted for naval warfare than any possessed by the British Government—indeed, they have already supplied them to other countries."

What can be done by this nation in war-ships and sailors can, when the necessity arises, be also accomplished in fortifications and soldiers; and I will back a good railway contractor to throw up an earthwork in forty-eight hours far more formidable against an enemy's fleet than anything yet produced at Spithead or Plymouth.

Retrenchment in expenditure should, therefore, I maintain, be our motto, as well as the disestablishment of the Irish Church; for both measures are needed for the better consolidation and future safety of the United Kingdom.

THE SCOTCH EXPRESS-TRAIN FROM KING'S-CROSS on Wednesday night caught fire, two miles north of Huntingdon, at a quarter to eleven. The luggage on the composite carriage in the centre of the train was destroyed. The screams of the passengers arrested the driver's attention. All the passengers were rescued. The train was detained forty minutes.

TORY ELECTIONEERING TACTICS IN EAST KENT.

THE following correspondence has been published for the consideration of the electors of East Kent:—

My dear Pemberton,—I see with much astonishment in your published address the statement that propositions have been made by "the subordinates of Mr. Gladstone's party" for "an alteration in the coronation oath, the virtual abolition of the House of Lords, the repeal of the Union, and the abdication of our Sovereign."

As chairman of the committee of the Liberal candidates for East Kent, who support the party of which Mr. Gladstone is the leader, I feel bound to ask, at once, the authority and the grounds upon which you have placed in the hands of every elector so extraordinary a statement? Very truly yours, E. H. KNATCHBULL-HUGESSEN.

Winsted Court, Aug. 15, 1868.
My dear Hugessen,—You cannot be ignorant that the propositions alluded to in your address have been advocated by Sir Colman O'Loughlin, Mr. Bearden, or Mr. Horsman. These three gentlemen are, I believe, members of your party, acknowledging the leadership of Mr. Gladstone; though I was possibly wrong in calling Mr. Horsman, who has been in office, a subordinate member of the party. I have been away from home, or you should have heard from me sooner. I write, however, to you as one of my constituents, and not as "chairman of the committee of the Liberal candidates for East Kent," whose authority to criticise my address in his corporate capacity I do not recognise. Ever, &c., EDWARD LEIGH PEMBERTON.

My dear Pemberton,—In whatever capacity you may prefer to recognise me, I must publicly and emphatically deny your right to impute to any person connected with what you are pleased to call "Mr. Gladstone's party," the propositions you mention. No one knows better than you do that Mr. Bearden is one of those eccentric persons who from time to time find their way into the House of Commons, and distinguish themselves by extraordinary proposals which are never seriously entertained. This gentleman (who, by-the-way, has been specially disclaimed by Mr. Gladstone as a follower, and who has frequently voted with Mr. Disraeli) asked a question relating to "the abdication of our Sovereign," for which he was unanimously booed down by both sides of the House, Liberal as well as Conservative.

I believe he also made a proposal with respect to the repeal of the Union (at the last moment of the Session), which found no seconder, and was laughed out of the House.

I do not believe that anyone has proposed the "virtual abolition of the House of Lords," and if an alteration in the coronation oath has been proposed it has certainly not been at Mr. Gladstone's instance, or adopted by his "party." My complaint is one of a very tangible character. There are broad issues between the two political parties. Your party believes that the Throne, the Church, and the Constitution will be injured by Mr. Gladstone's Irish policy. The Liberal party believes that all three will be strengthened.

But instead of fairly fighting the battle upon this issue, you think it right—not in an off-hand speech, but in a carefully-written address, sent to every elector—to impute to the party opposed to you unconstitutional and disloyal proposals which you are well aware they would indignantly repudiate.

I protest against this as a method of electioneering which may, perhaps, entrap a few thoughtless voters, but which is as unworthy of you as it is unfair to your political opponents. Yours truly, E. H. KNATCHBULL-HUGESSEN.

Mr. Loftus Leigh Pemberton, who lately figured as a forger, now makes his appearance in the character of slanderer. He accused Sir John Croft of "gross misbehaviour" at the last election, and Mr. Knatchbull-Hugessen of writing "scurrilous squibs" on the same occasion; but, when challenged to produce proofs, utterly fails to substantiate his charges.

CLERGYMEN ON THE IRISH CHURCH QUESTION.

THE DEAN OF ELPHIN.

THE Dean of Elphin has published a long reply to a letter from the secretaries of the Dublin Protestant Defence Association, soliciting his aid and co-operation in support of the Irish Church. After expressing his regret that he cannot unite with the association in their efforts to prevent the disestablishment of the Irish branch of the United Church, remarking at the same time incidentally that he does not altogether approve that measure, he proceeds to say:—

I am of opinion that the State has the right, as it certainly has the power, of dealing with church property so far as it is national—that is, where it has not been the gift of individuals. I am most willing to admit that the Act of Union, as firmly as any Act of Parliament can, unites for ever the Irish with the English branch of the United Church; but I do not think that any Act of Parliament can bind posterity. So long as an Act of Parliament is unrepealed it remains, of course, the law of the land; but it is competent for the Legislature, consisting of Queen, Lords, and Commons, to repeal any Act of Parliament, and to dispose of national property, including that of the Established Church in England or Ireland, as in its wisdom, or its folly, it may think fit.

In the course of an elaborate argument which follows in support of his views, the Dean enters into the question whether the interests of the Established Church in Ireland would be promoted by the continuance in office of the present Ministry. He says:—

My opinion is that they would not. For the leading members of the Conservative party, individually, I entertain a sincere respect; I give them credit for the most upright intentions; but I am also persuaded that to their acceptance of office without power, and to the manner in which they have carried on the government of the country, must be attributed the immediate danger to the Irish branch of the United Church. Assuming the reins of government were pledged against a moderate measure of reform, they passed one of household suffrage, and to the passing of this measure must be attributed the great peril in which the Irish establishment is now involved. Whether with or without foundation, there is an opinion abroad that the enlarged constituencies will be in favour of disestablishment, and hence the candidates for their favour have adopted it as an election cry. Had the present Government accepted the £6 franchise, the question of disestablishment would probably have been postponed for some years, and during these the Irish Church might have "set her house in order," not that she might die, but live. She might have promoted those measures of internal reform which every one now admits she imperatively requires, and she would then be in a better position to resist the assaults of her foes.

THE RECTOR OF WHITBY.

The Rev. W. Keene, M.A., Rector of Whitby, in view of the approaching election, has taken the somewhat unusual course of issuing a political pastoral address to his parishioners, "on the canvass of Mr. W. H. Gladstone for the borough of Whitby." The address is devoted entirely to the Irish Church question, which the reverend gentleman believes will "test the honour and honesty of every individual voter, and assail the integrity, spiritual welfare, and ultimate prosperity of the nation." He points out that Mr. W. H. Gladstone, the Liberal candidate for Whitby, declared the Irish Church to be the question of the hour, and avowed himself an earnest advocate for its disestablishment and eventual disendowment; and then proceeds, at considerable length, to state the reasons why he considers such a policy would be ungenerous, unnatural, impolitic, illegal, disloyal, uncandid, unjust, sacrilegious, and fraught with peril to the State. He declares he has no wish to make his parishioners Whig or Tory, and would not have interfered in common politics, such as peace and war, taxation and free trade; but he felt bound to address them on what he esteems a question of right or wrong, honesty or plunder, religion or no religion. He warns his parishioners that the act in which they are united to assist Messrs. Bright and Gladstone is a "great moral crime, a sin and sacrilege," and that if they assist in committing it, when distress comes upon them and death is at hand, the guilt of that crime, if they commit it, will come back upon their consciences as one of the worst acts of their lives.

THE VICAR OF WITHAM.

The Vicar of Witham, in Essex (the Rev. John Bramston), has delivered a speech in favour of Mr. Gladstone's Irish Church policy. The reverend gentleman reminded his hearers that within the memory of man the English and Irish Churches had been separated. He contended that they ought never to have been united, that such an institution as a State Church should never have existed in Ireland. Considering, as he did, that the question of the expediency of a State Church in England was looming in the distance, he objected to that controversy being prejudiced by the indefensible anomalies of the Irish Establishment.

A JAPANESE PARLIAMENTARY DEBATE.

THE *Times* published on Tuesday what purports to be a report of one of the first debates in the Japanese Parliament. The *Times* does not vouch for the report, which, however, is said to be translated from the *Kioto Government Gazette*, No. 8. The modesty with which those speakers who had no opinion on the subject in debate avowed the fact is highly commendable, and might, perhaps, be imitated with advantage by speakers nearer home. Nor is the brevity with which gentlemen who had opinions expressed them to the House a whit less admirable.

The subjects of debate were:—1. The establishment of a Sai-Ban-Shō at Hakodate. 2. The appointment of a Commander-in-Chief, a Lieutenant-General, and a Military Secretary. 3. The propriety of changing the name of Yezo, and of dividing the province into two circuits, the northern and the southern. Here is the way in which these several subjects were dealt with by the honourable members to whom they were submitted:—

Yamashina no Miya—This is a very important question. A great deal depends upon the appointment of proper persons. I prefer, therefore, to reserve my opinion.

Takadzukasa Saki no Udajin—I think that it would be found best to appoint the two officers of the court who have already sent in memorials on the subject of Yezo.

Nakamikado Chinagon—I am of opinion that the question of Yezo is of the highest importance, and that the selection of fit persons is the first consideration. Upon the other points I have no views to offer.

Made-no-Koge Chinagon—I have no opinion to give.

Echizen Saishō—Yezo is a long way off, and I cannot say I have any information about it; but I think that the office of Sō-Toku might be devolved on Sendai in the first place.

Awa Shōshō—I have no opinion to offer.

Hiizen Saki no Chinjō—It seems to me that the question of colonisation comes second. Let the Sai-Ban-Shō be established, and the Sō-Toku and his military secretary be elected. The basis for action will be thus laid down, and when a man is found to fill the post the best scheme of colonisation will be discovered.

Totoki Sotsu—Let the two gentlemen who a few days ago presented memorials on the subject of Yezo be elected. I should like to see Kaga appointed Sō-Toku, for I am informed that the clan of Kaga contains some men well-informed upon the subject of Yezo.

Meiji Shikanoske—I have no particular opinion on the subject.

Okubo Ichizō—I think Matsura Takishiro is a proper person to be elected.

Kido Junichiro—I agree with Prince Nabeshima as to the necessity of establishing a basis for action. When the proper persons have been selected the best methods of reclaiming lands and supplying the wants of the people will be established. I do not think it would be well to intrust the duty to a great clan. The strength of a clan would hardly be equal to it. I would recommend attracting a number of men of talent and distributing them all over the country. The revenues of the country should be applied to the expenses, without attempting at present to make any profit out of it; thus devoting every effort to the reclamation of waste lands.

The Fuku-Sōsai here asked—What is the attitude of Russia towards Yezo? Does she behave as fairly as the rest of the treaty Powers? Kido replied that, in spite of Russia's being a next-door neighbour, she acted in equal good faith with the rest of the Powers.

Koyama Sadae—If a person is selected on account of talent to take charge, then it will follow that he will employ persons who take an interest in the place, and by this means the work of reclamation will be properly carried out.

Mizoguchi Kōmō—I have no opinion to offer.

Araya Saruge—Ditto.

Inoue Iwami—Even if a Sai-Ban-Shō is established in Hakodate, the northern parts of Yezo are situated at a great distance; and therefore I should recommend the dispatch of a Sambo or some other person to that place. It is not easy to recommend a person for selection, but Oskamoto Bunpei has travelled there lately; and I think such persons as he might be employed.

Meiji Shikanoske—Would Uchiyama Hichiroemon, of the Doi clan, do?

Kido Junichiro—Would Uchiyama Rioske, do?

Osaka Nihel—Rioske is dead; but his younger brother, Uchiyama Kansai, is at present serving under the Board of Finance.

Awatama Kosaburo—The Doi clan has devoted a great deal of attention of late years to the subject of reclaiming Yezo.

Echizen Saishō—Would Doi not no Kami do for the post?

In addition to these speakers several other San'yō declared they had no special views to offer.

The Fuku-Sōsai said—The appointments shall be made in General Council, and the Sai-Ban-Shō being afterwards established, we can proceed to the reclamation.

The House then broke up.

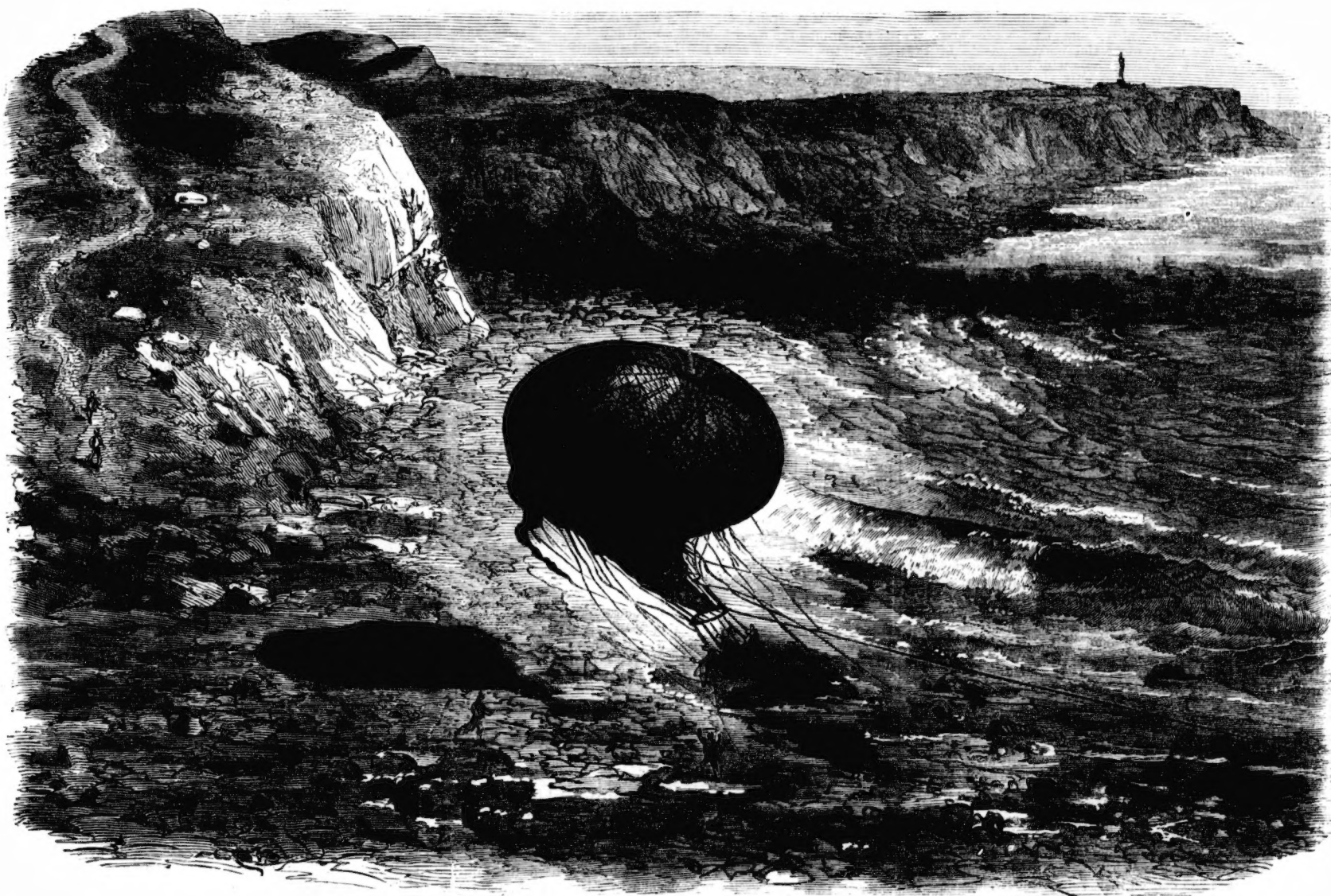
THE HOP CROP OF 1868.—The reports from the hop districts are varied in character, though, taken as a whole, they point pretty much in the same direction in regard to the general result. The growth is evidently most unequal both in point of quality and quantity, not only in different districts, but even in the same parish—and in not a few cases in the same gardens. The hops are in two growths, a portion of the fruit having ripened on the same bine more rapidly than the remainder. The hops in exposed situations are described as having suffered severely from the effect of the storms of wind on the 22nd and 23rd ult.; whilst in the same parishes, where well sheltered, the crop has remained without damage. In many instances mould and red spider have done a great deal of mischief; and these causes, added to the fruit being battered and blown away by the wind, have considerably diminished the estimate formed as to the crop likely to be picked and cured.

THE BRUNEL WINDOW.—One of the windows in the north aisle of Westminster Abbey has just been filled with stained glass manufactured by Messrs. Heston, Bayne, and Butler, from the designs of Mr. Henry Holiday. It is placed there as a memorial to the late Sir Isambard Brunel, who died in 1859. The architectural framework consists of two tall and graceful lancet arches surmounted by a quatrefoil opening in the head of the principal arch. The artist has filled the quatrefoil head with a Christ in glory, surrounded by hovering angels with censers. Each of the lower lights contains three subjects from the history of the Jewish Temple, and the lowest portion of each is occupied by two allegorical figures, those on the western side representing Fortitude and Justice, those towards the east Faith and Charity. Three broad bands of a lustrous silvery tone, enriched with leaves and golden fruit, divide the body of the window into four portions, of which the lowest is slightly deeper than the rest. The quality of colour in the glass does credit to our native manufacture. The blue background of the subjects, especially, is rich and beautiful, and its tone, tending to indigo, is an agreeable innovation. The lustrous light quality, variously tinted with delicate infusions of colour, is also in itself very charming, though, as we think, it occupies too much space in this window. But this is the result of a momentary reaction from the excessive gloom and dinginess of the imitative medievalists, examples of which may be seen in the French windows in the south aisle of All Saints', Margaret-street. The treatment of the subject is of a far higher order of merit than we are accustomed to see in stained glass. Mr. Holiday has produced a series of very interesting pictures, while strictly observing the limits prescribed by the material. Among the incidents from the history of the Jewish Temple which he has treated, we particularly admire the Presentation, with a very tender and beautiful figure of the Virgin mother. Solomon Praying at the Dedication is full of kingly majesty; and the Child Christ among the Doctors is eloquent in youthful grace, sweetness, and simplicity. But the figure of Charity, with children clinging round her, is perhaps the most fascinating of all. The conception of course is well known, but the expressiveness of lines, colour, and features gives it here a new charm. Looking at the window as a whole, that which pleases the eye most is the variety of agreeable lines formed by the drapery. The colour pleases exceedingly in passages, and there are no tints, perhaps, that we could wish away; but the contrast appears too strong between the bright, silvery bands of which we have have spoken, and the dark background which is in juxtaposition with them.

COLLEGES FOR UNMARRIED WORKMEN.—The following suggestion is to be found in the preliminary Report of the Sub-Committee of the Society of Arts on Technical Education:—"Young workmen living frequently as lodgers in the houses of married workmen have now few facilities for study, and we believe that the creation of lodging-houses for these unmarried men, in connection with evening classes systematically arranged, would greatly assist young workmen in their studies. Thus each man might have his own furnished room as a bed-room and study. Meals might be provided in common halls at a small expense; and regular evening classes might be held, the attendance at which should be a necessary condition of residence. A library, reading-room, and museum would complete the establishment, which would thus offer to our workmen something analogous to the collegiate life of our great Universities. Notoriously vicious conduct would be followed by expulsion, and students who failed to pass satisfactory examinations would also lose the privilege of residence. The classes might also be open to married men and other non-residents on the payment of sufficient fees. Gratuitous instruction and board might be given to a certain number of men in the form of scholarships and exhibitions, and certificates should be granted to all who pass good examinations. Some portion, if not all, of the funds required for an experimental college of this kind could be provided by taking advantage of the Act to enable the Public Works Loan Commissioners to make advances towards the erection of dwellings for the labouring classes."



THE MUSIC HOUR AT VERSAILLES.



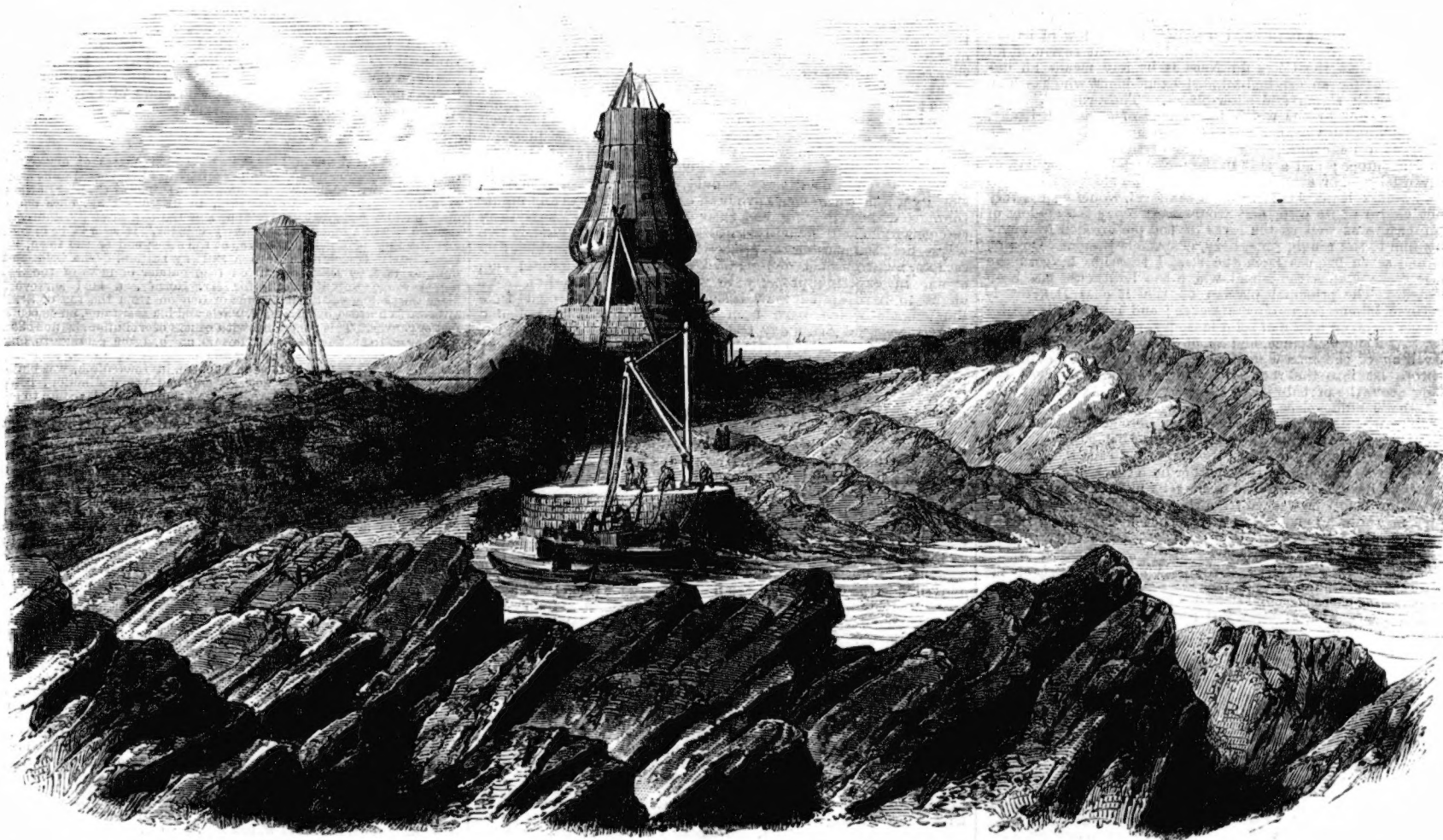
DESCENT OF THE BALLOON NEPTUNE AT CAPE GRISNEZ.

VERSAILLES.

To write of Versailles nowadays is almost like mentioning Kensington Gardens, for, what with Paris exhibitions and the excursions of Mr. Cook and Captain Gaze, and the committee which sent so many working men on a visit to the French capital, the magnificent chateau of Louis XIII., which his successor converted into a palace, is as familiar to most Englishmen as Hampton Court itself; and the Great and Little Trianon have superseded recollections of the Chelsea bunhouse and the palace at Kew. It is not Versailles the palace, however, that is, after all, the great attraction; the weary hours spent in those grand galleries where the history of France is told on big canvases or in sprawling allegories on the ceilings; the tiring visits to the rooms where one speaks in whispers as though the ghost of Marie Antoinette and the courtiers who made up the society of that time still flitted about the stuffy apartments or glided shadowless in the evening tide along the polished floor of the great ball-room; the statues, and arms, and marble tables, and all the rest of the show are a little too much for the occasional loungeur.

It is in the gardens that one might dream away a summer's day, or wander full of pleasant though melancholy thought on an afternoon in autumn just as the great trees were turning to red gold and the leaves began to fall tinkling on the mossy ground, or quivered in little eddies along the broad gravel-path, or down the flight of marble steps, or led us to the long avenue where all the deities of Olympus stand in marble to remind us of our mythology. From the basin of Neptune to the Trianon is a walk that might well awaken sad reflections and stir strange memories in those who had studied the history of that gay, giddy, evil time when the gardens were laid out at such an enormous cost by Lenôtre. But things have changed since then. The hatred that the Parisians had for Versailles as a Royal residence was nearly the cause of its destruction when so many other and better things were doomed in the frenzy that followed. It was one of the grievances that the people preferred against the unfortunate Louis XVI. that he kept his Court there, and he was forced to return to Paris. Even Napoleon had much difficulty in saving Versailles, but he had a hand strong enough to check those unreasoning

outbursts of popular fury, and it was spared for Louis Philippe to repair and enlarge it, and make it the depository of its present art-treasures, and keep up its gay, grand, garish state, that is so gloomy in its solitary grandeur. But of what are we talking? Who ever takes solitary walks down the broad terraces or the long alleys? Who meditates as he paces the Latona, the Apollo, the domes, or the colonnades? Who recites tragic verse in soliloquy as he wanders about amidst those quaintly-cut trees in the old garden—trees cut into geometrical figures and beds shaped by square and compass? The trees, the natural beauties of the place, have been replanted since the days of the Grand Monarch, and the great fountains play now to the people on holidays, the lesser ones every other Sunday through the summer. At this spectacle visitors are present in great numbers; but it is not only to see the fountains that the Parisians as well as the people of Versailles go to the gardens. Three times a week the band of the Imperial Guard plays there under the shade of those superb trees; and at the charming promenade—or rather let us say *à fresco* lounging concerts—a fashionable as well as a plebeian audience



ERECTION OF THE EXHIBITION LIGHTHOUSE AT LES ROCHES DOUVRES.

assemblies. The chairs are almost always well filled, but there is ample space for promenaders also; and the music hour at Versailles is one of the most successful entertainments of the season. At these concerts one sees people who seem nowhere else to be visible—superannuated Royalists with historical names, men who stopped their watches at the time when the French Monarchy was superseded, and who will not recognise the time of day. They live at Versailles, these strange protesters against the present régime. Seldom going to Paris except on some urgent occasion, they perhaps are the only frequenters of the gardens who really dream and soliloquise when the last of the autumn leaves whirl along the trodden paths, and there is a real solitude unbroken even by the rippling of the water in the great basins, or the cooing of the pigeons in the courtyard of the Royal building.

VOYAGE OF THE NEPTUNE BALLOON.

A NICE place to descend in a balloon is Cape Grisez, as anyone who has looked at that rude, watery, spray-dashed outcrop of land may well believe, if the inspection took place on a wild, windy evening, when the lamp in the lighthouse has just risen faintly over the bluff, and sea seems to mix with beach, and cliff with sky, amidst the grey mist. It was here that the Neptune fell, however, after a voyage from Calais, whence it started from the Great Square on the evening of Aug. 16. It was anticipated that the voyage would be rather dangerous from the probability of the balloon being blown out to sea, and a great crowd assembled to witness the start. The aeronauts, however, had determined to direct their course landwards; but, after they had ascended, a cross atmospheric current caught them, and they drifted, at 1400 metres above the sea, in a north-easterly direction. Below them, however, was one of the most magnificent spectacles ever witnessed. The waves looked at that distance like a vast field of emerald, and on the left lay the town of Calais—a toy city on the shore of Liliput. On the right a brilliant mirage exhibited an inverted ocean reflected above a curtain of vapour that concealed the coast of England but revealed the ships as they sailed topsy-turvy on the deep. This succession of panoramas so entranced the voyagers that they failed to note the rapid rate at which they were drifting out to sea. While the crowd of people on the pier at Calais were asking each other what would be the end of the venture, the balloonists saw a cumulous flock of vapour which the lower currents of air drove rapidly towards the shore. By these currents they thought it possible to return, and by ceasing to throw out the ballast they rapidly descended, but not till they had gone out so far as to be within sight of the lighthouse of Gravelines. They then partially descended and returned, crossing over the town of Calais amidst the plaudits of the crowd, who were delighted with the aeronautic manoeuvre. They were still unwilling to descend entirely, however, and allowed the balloon to skirt the coast to the environs of Boulogne, where they had dinner, in the midst of the clouds, at 1600 metres above the earth, intending to alight by-and-by on the firm earth. Presently, however, a sound struck on their ears that told them they were once more out at sea, and a sudden dispersion of the vapour with which they were surrounded revealed to them the familiar aspect of Cape Grisez. They remembered, however, that the superficial current had carried them safely to land, and trusted to it again. The doubt was whether that current would lead them to the cape itself, or whether they should be carried past that point, and so fail to find a resting-place. While they were discussing this question, and almost immediately on the descent of the balloon, they were carried with immense velocity towards the cape, and, as night was falling, every moment of delay was perilous. M. Durong, the aeronaut, therefore at once opened the valve, while at the same moment his assistant, M. Barrett, threw out a grapnell which dragged behind the balloon until another of the travellers threw out an anchor. The latter caught in a sand-bank and held fast, leaving the machine flapping and struggling to break loose, until the director had recourse to the "misericorde," which completely opens the balloon and suffers it to collapse. The danger was then over, and Maillard, under-keeper of the lighthouse at Grisez (a brave fellow, who is always ready to aid in time of danger), one of the employés at the submarine telegraph, and several fishermen, rendered such assistance as enabled the adventurous party to send a message back to Calais saying that they had alighted in safety, and were sitting at a rough but welcome supper, listening to sea-yarns and congratulating themselves on their escape.

THE EXHIBITION LIGHTHOUSE AT LES ROCHES DOUVRES.

OUR old friend the lighthouse of the Paris Exhibition has just reappeared in public, but in such a situation that few of us are likely to renew its acquaintance—during the present season, at all events. Not that the Côte du Nord is by any means an unattractive spot for an original-minded excursionist who has had enough of stock sights and show-places. That rugged, rocky northern coast of France which forms part of ancient Brittany, having the English Channel on the north and Finistère on the west, is, with its capital, Brest, one of the most interesting districts in Europe; and a visit to the rocky islands of Brehat, or the Seven Islands, or even an excursion to the Montagnes Noires and the Meuz Haut, 1112 ft. above sea-level, would have a very distinct charm of its own, and would well repay the student of human nature as well as the lover of the picturesque by introducing him to the rough, rude, fiery, hospitable Bretons. Off this coast, and seven leagues from the strand that lies beneath the granitic rocks, stands the island where the lighthouse has been re-erected. The principal plateau of the Roches Douvres is about three kilometres in circumference; and it is in the centre of this plateau, on a base of solid masonry, that the structure is placed. At a short distance, and about 30 ft. above the ground, is the dwelling of the man who attends to the light, supported by iron props let into the rock and strong enough to keep the building above the probability of being swamped. At the foot of a bay is the landing-place, furnished with a crane and communicating with the works by a tramway, by which the materials for completing the building are conveyed after being carried to the spot in a barge belonging to one of the two vessels especially devoted to this service. So rough is the weather here that the metal-work and castings have to be fastened to the rock until they are used, or they would probably be washed from that bare spot exposed to the full fury of the wind and of the waves that boil in foam in the crevices beneath.

WESLEYANISM IN THE WEST RIDING.—A great gathering of the Yorkshire and Lancashire Wesleyans took place at Ilkley, last Saturday, to witness the laying of the memorial stone of a handsome new chapel that is to be built there. The ceremony was performed by Mr. E. Holden, of Bradford, who, with his father and brother, has contributed £200 to the funds. In the course of his speech he said the new place of worship would not be a chapel of ease in connection with what was called the church as by law established, but it would be a church established according to the law of God. That was the kind of church that they, as Wesleyan Methodists, wished to establish. There was one thing he very much deprecated in connection with this house of prayer, and that was that it would be built in what was called the Gothic style. He wished to remind his hearers that they had now arrived at a very critical period in their history. Up to the present time Wesleyan Methodists had kept aloof from doing their duty in showing who should be the men to make our laws, and he trusted that whatever county did or did not do its duty as Wesleyan Methodists at the coming elections, the Wesleyan Methodists of the West Riding of Yorkshire would try to do their duty, and would come up like men and show by the side they took their determination as to the men who should make our laws and rule and govern us. He was a member of the Wesleyan Methodist Society; he had been brought up as a Wesleyan Methodist, as had his parents before him, and their parents before them. He had the greatest respect for all Christian denominations, but he had no respect for any denomination that was connected with the State. He had no respect for any political church, he had only respect for God's church—the church that was established by the law of God.

A RUN OF LEGAL PATRONAGE.

ALTHOUGH the remarkable good fortune of Conservative lawyers during the past two years has been frequently made a subject for comment, at no time has either a complete list of the appointments or an estimate of the value of the patronage been given. Now that three new Judges have been added to the already long list, there may be some interest in knowing how the composition of the judicial bench has been changed since the present Government came into power. Including two new Lord Chancellors in England and two in Ireland, twenty-seven equity and common-law Judges have been created. The following are the appointments, distinguishing the three kingdoms:—

ENGLAND.	
Bovill, Right Hon. Sir W.	Chief Justice of Common Pleas.
Brett, Sir W. B.	Puisne Judge of Common Pleas.
Cairns, Lord	Lord Justice of Appeal; now Lord Chancellor.
Chelmsford, Lord	Lord Chancellor.
Cleasby, Mr.	Baron of the Exchequer.
Giffard, Sir G. M.	Vice-Chancellor.
Hannan, Sir J.	Puisne Judge in Queen's Bench.
Hayes, Sergeant	Puisne Judge in Queen's Bench.
Kelly, Right Hon. Sir F.	Chief Baron of the Exchequer.
Malins, Sir R.	Vice-Chancellor.
Phillimore, Right Hon. Sir R.	Judge of the Admiralty Court.
Rolt, Right Hon. Sir J.	Lord Justice of Appeal.
Selwyn, Right Hon. Sir C.	Lord Justice of Appeal.
Wood, Right Hon. Sir W. P.	Lord Justice of Appeal.
IRELAND.	
Blackburne, Right Hon. F.	Lord Chancellor.
Brewster, Right Hon. A.	Lord Justice of Appeal; now Lord Chancellor.
Chatterton, Right Hon. H. E.	Vice-Chancellor.
Christian, Right Hon. J.	Lord Justice of Appeal.
George, Right Hon. J.	Puisne Judge in Queen's Bench.
Lynch, Mr.	Judge of Landed Estates Court.
Miller, Mr. S. B.	Judge of Bankruptcy Court.
Morris, Right Hon. M.	Puisne Judge of Common Pleas.
Napier, Right Hon. Sir J.	Lord Justice of Appeal.
Walsh, Right Hon. J.	Master of the Rolls.
Whiteside, Right Hon. J.	Chief Justice of Queen's Bench.
SCOTLAND.	
Inglis, Right Hon. J.	Lord Justice General.
Patten, Right Hon. G.	Lord Justice Clerk.

It will be seen that the office in which the changes have been most numerous is that of Lord Justice of Appeal. In England Lord Cairns left it for the woolsack, and Sir John Rolt, after holding the appointment only six months, was compelled to resign through ill-health. The nomination of Sir Joseph Napier to the Court of Appeal in Ireland was objected to so strongly on account of his suffering from deafness that he sent in his resignation before he had entered on the duties of his post. His successor, Mr. Brewster, held the office eight months, when he was promoted to the Chancery. It may be added that thirteen of the new Judges were returned as members of the present Parliament, and that the offices of Attorney and Solicitor General in England and Ireland, and of Lord Advocate and Solicitor-General in Scotland, have been filled and re-filled nineteen times. The vacant Solicitor-Generalship in England will now render a twentieth nomination necessary.

The value of the judicial offices which have been filled during the past two years varies from £2000 to £10,000 each, and represent a sum of £115,000 a year.

METROPOLITAN FIRE BRIGADE.

AT present, as for some time past, much dissatisfaction exists among the Metropolitan Fire Brigade, consequent upon the excessive and harassing work they have to perform, and their inadequate pay, as they consider it. The result, so far, is that several of the men have seceded from the brigade and betaken themselves to other employment, and many of those that remain are more or less discontented. Under the old system, when the force was paid by and was under the control of the fire insurance companies, it was composed of about 130 men, posted at seventeen different stations; but now, since it was transferred to the Metropolitan Board of Works, the number of men has been nearly trebled, and so have the stations. The whole brigade is composed now of 340 men, including the chief and a foreman for each district, and is distributed over four extensive districts, embracing the whole metropolitan area over which the Board of Works operates, and subdivided into forty-six stations. Four large floating-engines are, besides, constantly maintained on the Thames, each with a proper complement of men. There used only to be two. Again, eighty-eight escapes are kept up in various parts of the metropolis for the protection of life from fire, a duty for more than twenty years discharged by the Royal Society, a purely voluntary and benevolent body, and to each of these a fireman is attached during the whole night all the year round. This fire-escape duty is discharged by the men in turn throughout the whole brigade, and they complain that, though engaging them throughout the whole night, it does not exempt them from work during the day, inasmuch as in the daytime, when they ought to be resting, they are liable to be called out in case of need to a fire, and should no such emergency arise, to work at cleaning engines. The consequence is that these men are so weakened for want of rest, that they are often found sleeping at their posts at comparatively early hours in the evening while on fire-escape duty. Of late, cases have occasionally arisen where men have been on duty four days and nights running without having had their clothes off. This state of things is calculated seriously to affect the public interest in two ways—first, in lessening the protection of life from fire, which fire-escapes, numerous and well-manned, are designed to afford; and, again, in exposing property to greater risk from fire. We ought to have stated that, besides the duties expected from the brigade which have been enumerated, it is also bound to keep a special guard, day and night, at the Custom House, the General Post Office, the various theatres, the Seamen's Registry Office, and other public establishments. Formerly it had to assign men to that special duty at the Custom House and General Post Office only. At the recent great fire in Southwark, from the excessive strain which had been previously put upon the men for some time before, and from secessions from their number, it is said that some time elapsed before they could muster sixty men in the emergency, and that in the mean time the fire raged furiously. There was also an extremely scanty supply of water. In the end much valuable property and merchandise, as will be remembered, were destroyed that possibly might have been saved. Nine valuable horses also perished; but it is not so probable they could have escaped, as the fire broke out in a dead hour of the night, and in or near the stable in which they were ultimately burnt to death. They were, however, beyond all human aid before the engines arrived, and the exertions of the firemen were for some time afterwards unavailing for want of water. The pay of an ordinary fireman is one guinea a week, and out of that he has to pay 1s. towards lodging and 6d. to a superannuation fund, the latter being returned to him in the event of his leaving the service.

LORD MAYO.—The Earl of Mayo, on Monday, issued an address to the electors of Cockerham, stating that before the general election, he will have accepted the office of Governor-General of India. His Lordship, who is forty-six years of age, was educated at the University of Dublin, where he graduated M.A. He commenced official life as Gentleman of the Bedchamber to Lord Heytesbury, when Lord Lieutenant of Ireland; and when Lord Derby formed his first Government, in 1852, Lord Mayo (then Lord Naas) was appointed to the Irish Secretaryship. He filled the same position in the Conservative Ministry of 1858, and was appointed a third time on Lord Derby coming into power in 1856. He has been a member of the House of Commons since 1847, and during those twenty-one years has represented successively Kildare, Coleraine, and Cockerham. The last-named borough is generally looked upon as an appendage of Lord Lyndisfield, father-in-law of the new Governor-General. Lord John Manners is the only remaining member of the Cabinet who has held the same office in the three Conservative Administrations which have been formed since 1859.

A STORY OF SPIRITS.

IN a report just made by Dr. Chapin, the resident physician of a lunatic asylum in the United States—the King's County Asylum, at Flatbush—a narrative is given of the case of Mrs. H. K., a Wisconsin lady of strong sense and considerable intellectual power, who set herself to the work of exposing the imposture of spiritualism. Puzzled, however, by what she saw and heard, and mortified at failing to find the clue to what she had believed was susceptible of rational solution, her mind became agitated and unsettled. She was in great anxiety about her son, who had gone to California and ceased to write to her; and in an attack of nervous or irritable fever she suddenly discovered that she was herself "a medium," and learnt from the spirits who communicated with her that she must visit her son forthwith. Keeping the disclosure a secret, she obtained money from her husband under pretence of going to see her married daughter in Michigan, who was not in prosperous circumstances, and might need some aid. She determined to go first to New York, where she calculated on being able to find a gentleman whom she had known, and to get directions for taking her journey. It was quite dark when she reached Jersey city, and, prompted by her unseen monitors, she left her luggage (retaining the cheque), and with her satchel in her hand followed, as she was directed to do, a lady and gentleman who had sat in front of her. She went after them by the ferry boat and into the New York-street car, and got out when they got out. In a few minutes they ascended some steps, and disappeared from her sight. For a moment she stood in doubt, but was directed to walk on. At the corners of the streets she stopped occasionally to consult the spirits, and turned to the right or to the left, in accordance with the dictation. Believing that alone and at night she would not be admitted to a first-class hotel, and afraid to enter one of a less respectable character lest she might be robbed, after much seemingly purposeless wandering her weary steps were guided to a restaurant. Here she remained until admonished that it was time to close. Asking to see the proprietor, she requested of him to be allowed to remain sitting where she was until morning. He was surprised at the request, but his wife, after a little conversation, kindly offered to make her as comfortable for the night as the limited apartments which she occupied over the restaurant would allow. In the morning the keeper of the restaurant obtained accommodation for her at a respectable hotel in the neighbourhood. She now began to look for her friend, in which vain search she exhausted two most fatiguing days. Persons upon whom she called to make inquiries usually treated her kindly; but occasionally, when she chanced to allude to her being in communion with spirits, she was derisively advised to ask them to direct her to the house of her friend. Since she lay on her sick bed at home the communications of the spirits to her had not been generally oral; but by touching some part of her person they would indicate to her if the thought or project that was occupying her mind at that precise moment was the proper one to be acted on. When in doubt, if walking, for instance, or if questioned, she would stop a moment, until her true course or reply should be thus made known to her. During her wanderings about the streets of New York she was several times accosted by ladies who kindly offered their services; but, being invariably touched at the thought she could do without them, she so expressed herself, and, thanking them, passed on. Unable to find the gentleman she sought she was directed to call upon a distinguished clergyman in Brooklyn. His residence she readily found, but he was not at home when she called. Hoping to find him early in the morning, she returned to take lodgings at an hotel in that city. During the evening, meeting some ladies and gentlemen in the parlour of the hotel who seemed interested in the subject of spiritualism, she entertained them with a recital of her experience, and the purpose for which, under the guidance of the spirits, she came hither. The next morning, to her surprise, the proprietor of the hotel introduced to her a gentleman whom he called by the name of the clergyman already alluded to. Though he bore not the slightest resemblance to his photographic likenesses, which every one has seen, yet, as he had not a moment to spare, she did not stop to consider this, but accepted at once his kind offer to escort her to his mansion. At the door of the hotel she was presented to two gentlemen, who said they came to call upon her and to talk with her upon the subject of spiritualism and kindred topics, with which they had been informed she was familiar; but they said they would not detain the party, and so they all walked on together, conversing as they went. But the pretended clergyman was a police-detective, his mansion a house of detention, and the two gentlemen in search of information were physicians sent to test her sanity. Before noon she was conveyed to the Lunatic Asylum. At first she was in a very dejected state, and with difficulty could be induced to take any food; but as soon as her innate inclination for argument revived, she began to recover, and then all belief in these supernatural communications completely vanished. At the end of a month she was well. Her son's silence had been caused by his being ill and wishing his mother not to be "worrying herself" about him. The news of his being well had much to do with her speedy recovery.

DISMANTLED PLAYHOUSES.—Two London places of amusement, or rather one theatre and one building which has long ceased to be a place of amusement, will be numbered amongst the things of the past in the course of a few weeks. The Colosseum, in Regent's Park, once one of the most popular "sights" in London, and the one most constantly recommended to the attention of "country cousins," is soon to be dismantled; and the City of London Theatre, at the other end of the town, is to be immediately transformed into a railway station. The Colosseum was built in 1824, by Decimus Burton (the builder of most of the Georgian houses round Regent's Park) for Mr. Horner, a land surveyor, who made the sketches of the panorama of London from the top of St. Paul's, afterwards finished by Mr. E. T. Parris and his assistants, on 46,000 square feet of canvas. This panorama, with others of a similar size and character, was put up to auction last week, but no one had the courage to buy such "white elephants." The building and contents were once sold (in 1843) for 25,000 gs. The City of London Theatre, in Shoreditch, was built about 1839, for Mrs. Honey, the actress, and had the distinction, before the erection of the Holborn Theatre, of being the nearest playhouse to the City limits, the Corporation of London having never allowed a playhouse within those limits. Its chief claim to theatrical notice lies in the fact that Mr. Macready performed upon its boards.

PUBLIC ACCOUNTS.—The report of the House of Commons Committee of Public Accounts of last Session has been issued. Mr. Childers was Chairman. The Committee report that they are of opinion that the time has arrived when the propriety of extending the audit of naval and military accounts by the Comptroller and Auditor-General (so as to include some part of the examination as to authority and voucher now conducted by the departmental auditors only) should be considered by the Treasury and by Parliament; and they recommend that this subject should be investigated by an official Committee during the recess. The labour of such a Committee should be extended to the question whether an independent audit of Army and Navy store accounts is practicable. For this reason the Committee were of opinion that it would not be desirable to adopt during the present financial year any alteration in the regulations of the Audit Department of the War Office. It has not been in the power of the Committee, in consequence of the late period of the Session at which the draught regulations recently proposed were referred to them, to examine any witnesses as to their effect; but they consider that such an examination should be entered upon by the Committee of Public Accounts at the commencement of the next Session, after the inquiry by the official Committee has been completed. The Committee have not been able to complete their investigation into the operation of the new system of dealing with extra receipts, which should also be considered in the next Session of Parliament. It having been referred to the Committee to examine into and report upon the audited home accounts of the Government of India and the arrangements under which such accounts are audited, they examined on the subject Major-General Jameson, the present auditor, and the Controller and Auditor-General. The Committee are not satisfied that at present any advantage would be gained by transferring to the Controller and Auditor-General the business of auditing these accounts; but they are of opinion that the present arrangement is not free from objection, as it unites in one officer the duty of auditing the accounts of the Secretary of State (and, if necessary, of disallowing charges authorised by him), and the examination, on behalf of the Secretary of State, of accounts with and claims upon the principal departments of Government.

POLICE.

SHORT-TIPPING ON A LARGE SCALE.—John Martini, 35, an Italian, respectfully dressed, was charged before the Lord Mayor, at the Mansion House, on Monday last, with a robbery. The prisoner proves to be a person against whom the police authorities had issued a printed circular putting the public, especially tradesmen, upon their guard, and the examination excited much interest. Last Saturday afternoon, about half-past three, he entered the shop of Mr. Bradshaw, a hosier, in Cheapside, and asked to see some articles, which were shown to him, and some of which he bought, his bill amounting to £8 odd. A son of Mr. Bradshaw had seen the printed caution which the police had circulated, and, being struck with the resemblance of the prisoner to the description contained in it, watched him while the goods he had asked to see were being shown to him. The prisoner waited until the shopman made out an invoice for the goods he bought, and on that being presented to him in pencil he requested that it might be written in ink. The shopman proceeded to write it in ink, and when he was so engaged the prisoner, who, without his knowledge, was being watched, stealthily drew a bundle of silk handkerchiefs, eleven in number, and of the value of 55s., towards him along a counter, placing first a newspaper over them, and then, slipping them into the breast of his waistcoat, made towards the door. A policeman confronted the prisoner as he was leaving the shop and arrested him. On being searched at the Bow-lane police station by Police-constable Peat, a diamond ring and a purse containing 15s. were found upon him. He had not paid his bill of £8 at Mr. Bradshaw's before being apprehended. On leaving the little dock at the police station in which he stood while the charge was being recorded against him, a pair of gold eye-glasses, quite new, were found, and half of a return railway ticket to Paddington. After he had been placed in a cellar he took a letter, in Italian, from his pocket and tried to destroy it, but was prevented by the constable. A translation will be forthcoming.

James Harris, a shopman to Mr. Landsberg, jeweller, at 322, Oxford-street, said he recognised the prisoner as a man who had stolen a diamond ring there on Tuesday last. The prisoner called there about seven o'clock in the evening, and asked to look at a wedding-ring and a keeper. Several articles of jewellery were shown him, and, among others, a number of diamond rings placed upon a tray. He bought a wedding-ring and a keeper, for which he paid 22s., and selected articles amounting to about £7, which he directed to be sent to an address in Half Moon-street, Piccadilly. Immediately after he left the shop a diamond ring, of the value of £23, was missed from the tray, and witness followed him out, and would probably have overtaken him, but, as he was leaving the shop in quest of the prisoner, a man stopped him for a moment to ask the price of a ring in the window. So the prisoner escaped for the time, and on subsequent inquiry he was found to have given the address of a private gentleman in Half Moon-street, to whom he was not known. The diamond ring found upon him on being apprehended on Saturday was identified by witness as the one he had stolen from the shop of Mr. Landsberg.

Charles Seymour, a shopman to Mr. Nathaniel Biddle, of 81, Oxford-street, laceman, deposed that on Aug. 6 the prisoner called there and asked to see a lace shawl. Some were shown him, and also some silks. He selected a costly shawl and some silk dresses, which he ordered to be sent next day to an address he gave at Maida-hill. On a young woman taking them there on the following day the answer was that no such person was known there. Suspecting something wrong, a son of Mr. Biddle examined the stock, and missed from it a black lace shawl of the value of 38 gs. It had not been shown to the prisoner, but was in the same box, of which he had access. He first selected a shawl of 24 gs. and some silk dresses, which were to be paid for next morning on being sent to the address he gave.

The Lord Mayor at this stage remanded the prisoner until Thursday, there being reason to believe he had committed similar robberies at shops at the west end of the town.

"THE WATERLOO HIGHWAYMEN."—At Southwark, on Wednesday, after the disposal of the usual night charges, Mr. Pattison proceeded to hear the cases of desperate highway robbery committed within the past few weeks by an organised gang known as "the Waterloo highwaymen," four members of which have been captured by Inspector Turpin, Sergeant Bell, of the W division, and Sergeant Langridge, of the L division.

Daniel Green and William Rowley were first placed in the dock charged with robbing Mr. William Hodgson of a portion of a gold chain. The prosecutor, a clerk in the Privy Council Office, on the 17th ult., about six o'clock in the evening, was passing along Blackfriars-road, and when near Warwick-street he felt a tug at his watchguard from some person behind. Prosecutor at once closed his hand over his waistcoat pocket and saved his watch, but a portion of the chain was broken away. The prisoner Green was the man, and he immediately ran off towards a court in Warwick-street, and on prosecutor following, he was met by three other men and knocked down by a tremendous blow on the right side of the head, cutting his ear. All the men got away, and he could not positively swear to any of them but Green.

Sergeant Bell took Green into custody two days after the robbery, when he said he knew nothing whatever about it.

Richard Kemp, warder, of Wandsworth House of Correction, proved several former convictions, when Mr. Pattison discharged Rowley, but committed Green for trial.

Thomas Tarr, William Rowley (the latter being again taken into custody), Patrick Crook, and John Sullivan were then charged with being concerned in attacking Mr. Thomas Bannister, barrister, of 191, Kennington-road, and robbing him of a gold watch and chain, valued at £50. In this case prosecutor, an elderly gentleman, on July 6, about two o'clock in the afternoon, was passing through Union street, and on arriving at a passage leading into the Grove, Southwark-street, he was suddenly pounced upon by a man, who struck him violently in the chest, and then,

dragging his watch and chain away, made off down the passage. Prosecutor followed, but had not proceeded many paces before he was tripped up from behind and thrown violently forward on his face to the ground. Before he could recover himself his assailants, four in number, made off.

Henry Patey, greengrocer, Union-street, opposite the passage in question, was standing at his door, and saw Rowley strike the prosecutor and snatch at his watch and chain. There were three other men standing near, two of whom were Crook and Sullivan, he believed. They all ran away, and the fourth man tripped prosecutor up.

The prisoners cross-examined the witnesses at some length, but failed to shake their testimony. Inspector Turpin, Sergeant Bell, and Police-constable Pether, 98, apprehended the prisoners. Several former convictions were proved against them. The prisoners, who denied the charge entirely, were fully committed for trial.

Crook and Sullivan were next charged with stealing from the person of Mr. George Harrap a gold watch and chain of the value of £10, and they were committed for trial on this charge also. On being removed again to the cells Sullivan was very violent, threatening to strike Sergeant Langridge.

"IT WAS THE ALE, SIR."—A little antiquated dame, named Sarah Chilton, was brought before Mr. Benson on a charge of being drunk and incapable of taking care of herself, on Monday night, in Poplar.

Mr. Benson—Well, Mrs. Chilton, I am rather surprised to see you here to-day charged with drunkenness. You were intoxicated yesterday in this court, and troubled me with your absurd applications, and were guilty of a gross contempt of Court. You remained drunk all day, went home and slept, and then got drunk again.

Mrs. Chilton, who was remarkably clean and neat, said, "Oh, no, Sir; it was a glass of ale in the middle of the day."

Mr. Benson—That glass of ale is a marvellous one, and has been working upwards ever since. What are you, Mrs. Chilton?

Prisoner—A labourer's wife, Sir. Walton, an officer of the court, said the prisoner had taken out a warrant against another woman for an assault.

Mr. Benson—You have been quarrelling with your neighbours, Mrs. Chilton, and have been assaulted.

Mrs. Chilton—It was the ale, Sir.

Mr. Benson—What kind of ale was it, Mrs. Chilton?

The Prisoner—Strong Yorkshire stingo.

Mr. Benson—I am afraid that glass of ale was often repeated, Mrs. Chilton. You are fined 5s. for being drunk and incapable of taking care of yourself.

The prisoner was locked up.

VENTURING INTO THE LION'S JAWS.—John William Croake, a tall young man, who was formerly a constable in the metropolitan police force, was charged at Hammersmith with attempting to rob Notting-hill station. It appeared from the evidence of several witnesses that shortly before one o'clock on Sunday morning Sergeant Donne, who had charge of Notting-hill station, went down stairs to see that all the gas had been turned off, when he heard a noise, and on looking into the boot room he saw the prisoner standing up behind the door. He at first did not recognise him, but he afterwards found that he had been a constable in the division, but was discharged in December last. In answer to his questions, the prisoner said he came to see a constable named Dell. The sergeant said that he did not believe that he entered by the front door, his clothes being covered with whitewash, and he replied that he would not deceive him as to how he got in; and he then said that he climbed over the station wall. The sergeant believed his statement, and allowed him to go, but told him not to enter the police station again without permission. In about ten minutes afterwards Sergeant Donne saw the prisoner outside the station, and he then ran away. At half-past two o'clock one of the dogs which had been seized by the police commenced barking, which caused the reserved constable to go into the yard, when he discovered the prisoner concealed down in a passage leading to the boot-room window in the area. On being asked what he was doing, he got up on to the railings and jumped down upon the constable who was waiting to catch him in his arm and knocked him down. He then ran to a dung-pit, on which he jumped, and climbed over a high wall into a mews. The reserved constable followed, calling "Stop thief!" which cry was taken up by the prisoner, who was, however, secured. It also appeared that several pairs of boots had been taken from one of the boot-rooms, some of which were found in the passage where the prisoner was discovered on the second occasion, and in the coal-cellars in front of the house. Sergeant Donne explained that there were two ways of obtaining access to the boot-room. One was by getting over the front railings into a passage leading to it, or by climbing over a wall into the yard from a mews. Police Constable Holmes, who was on reserve, said that, when the prisoner jumped down upon him, a handkerchief belonging to the constable fell out of his hat. Police-constable Dell said the prisoner had called upon him once since he had left the force. He had seen him in the station, but he was not in his company. The prisoner owed him 3s., but he did not expect to be paid.

For the defence it was stated that the prisoner was not sober; otherwise he would not have gone to the station. He bore a good character, and was about to be employed on the underground railway.

Mr. Ingham said he had no doubt the prisoner entered the boot-room for the purpose of stealing boots. He ordered him to be imprisoned for three months, with hard labour.

MR. MURPHY BEFORE THE MAGISTRATES.

On Tuesday morning Mr. William Murphy was brought before Mr. Fowler and a full bench of magistrates, at the City Police Court, Manchester, on a warrant charging him with inciting to a breach of the peace. The information was sworn to by Mr. George Rideal, articled solicitor, and

Mr. William Kelly, mantle manufacturer, supported by other witnesses, the whole of whom lived in the neighbourhood, and swore that if the intended lecture had been delivered there would have been a serious breach of the peace.

The information was to the effect that William Murphy had caused to be posted, notice of his intention to deliver certain lectures in the Assembly-room, Cook-street, on certain subjects specified in the notice. It was also stated that the delivery of similar lectures had provoked serious breaches of the peace, and that the informants believed that if such lectures were delivered a breach of the peace would be caused thereby.

Mr. Fowler, after the information had been read, said (addressing Mr. Murphy)—Before we go into the case, are you prepared to pursue the same course as elsewhere—that is, to undertake not to deliver these lectures?

Mr. Murphy—I never undertook not to deliver these lectures.

Mr. Fowler—I understand you did.

Mr. Murphy—Never, your Worship.

Mr. Fowler—Will you do so now?

Mr. Murphy—No. I will deliver my lectures, or suffer the consequences. I am in free England, and I have as much right to speak as Mr. Ernest Jones or anyone else.

The case was then proceeded with.

Captain Palin, the chief constable, was called, and said he met the defendant at the Victoria station about half-past five the previous evening. He asked him to accompany him in a cab to the Townhall, as he wished to have a few words with him. While in the cab he asked whether he was to consider himself in custody. He replied that depended upon circumstances. He had not the warrant with him then. He refused to get out when he got to the Townhall; but eventually, by the advice of two friends who were with him (Mr. Flanagan and Mr. Marsden) he got out. He said that the magistrates had no right to prohibit him, and he declined to give a promise not to lecture. The warrant had arrived by that time, and he told him that he should be obliged to detain him, and he was taken to Albert-street; but he left word that, if he chose to come to the police-court in the morning, there was no wish to keep him in the cell all night, and accordingly about half-past ten he was discharged on his own recognisances. When in the cab he took out a ten-chambered revolver, loaded, and gave it to Flanagan. He also took out some loose cartridges and handed them to Flanagan at the detective-office, and he took a knuckle-duster from him, which was one of the most formidable weapons he had seen for some time.

A great many witnesses were called to support the information, some of whom swore that, if the lecture had been given, there would have been loss of life. One of the witnesses said he heard one of the bystanders say he would go forty miles to shoot Murphy. Murphy cross-examined the witness at great length, and reiterated his intention of persisting in his lectures, or he would go to prison.

The magistrates retired, and, after consultation, Mr. Fowler said—William Murphy, you are brought here on a warrant. These complaints have been made to us—that, if these lectures are allowed to be delivered, great riot and destruction of property are likely to follow. Even your own witness, Mr. Flanagan, proves this. Seeing what has occurred in other towns where you have given similar lectures, we feel bound to protect life, and call upon you to enter into your own recognisances for £200, and two sureties of £100 each, to keep the peace for three months.

The defendant was then removed.

A POLICE COURT IN DUBLIN.

The following report is taken from the Dublin Daily Express, and relates to proceedings at the police court in that city:—

The office sergeant called the case, in which the prisoner's name was Bridget Bateman.

A policeman at the table cried, "Bridget Bateman."

Another Policeman—Silence there!

Another Policeman—Silence here!

Another Policeman—Stay where you are!

The Office Sergeant (addressing the police force present in general)—Will yez keep them parties quiet?

The numerous policemen stationed in every portion of the begrimed and filthy court here exerted themselves with increased vigour; and, after some further confusion, a comparative lull succeeded, and a policeman got to the table with his prisoner, Bridget Bateman, and a Wicklow ham, looking a little the worse for its confinement in a pestilential atmosphere and the amount of handling it had been subjected to.

The Policeman—I found this ham in her possession, of which she could not give a satisfactory account, and the owner is present.

A man here stood up, and a policeman, addressing him, cried, "Say what you know. You need not swear she took it."

The man seemed to demur to kissing the book.

A policeman immediately cried, "Kiss the book."

Another—Kiss the book.

Another Policeman—Ah! kiss the book.

The man (to the policeman)—I could not identify ham.

Several Policemen—You are not asked to do that. You are not asked to swear to the ham.

The Office Sergeant—Swear him now.

Another Policeman—Hold the book in your hand.

Another Policeman—Tell his Worship about your ham being missing.

After these preliminaries the prosecutor was sworn, and stated that he lived in Thomas-street, and that on Saturday morning he got in eighteen hams. He sold two during the day, and in the evening he found he had only fifteen.

Mr. Dix—Can you identify the ham?

The Prosecutor—From the treatment the ham got from the time it left the shop up to this it is now a penny a pound worse in appearance.

Mr. Dix—You could not take upon yourself to say that this is the ham you missed?

Prosecutor—I could not, your Worship; but I have known this woman sometimes to drop into the shop and ask the price of things, but never buy anything.

In reply to the magistrate's question as to how she came by the ham,

The prisoner stated that she was so drunk she could not tell where she got it, but she supposed she must have bought it, for she had at first 12s. 6d. in her pocket, and when searched on her arrest only 1s. was found upon her.

The magistrate asked the prosecutor what would be the price of the ham in the shop.

Two policemen in one breath here informed the prosecutor of the meaning of his Lordship's question by telling him that he was asked its original price, and not its present value.

The prosecutor stated the price to his Worship. The prisoner was sentenced to fourteen days' imprisonment for the illegal possession of the ham.

The confidence and pertinacity with which the numerous policemen in this stable of a court undertake to act as a board of assessors, and assist the magistrate at every turn in the disposal of the cases is highly ridiculous. The confusion which prevails also is anything but edifying, and such scenes as the following are of frequent occurrence on days when the activity of the police force has overcrowded the court and its passages with prisoners who have been guilty of drinking more intoxicating liquor the previous night than they could well bear. A case having been disposed of, and the next coming on, the proceedings frequently open in this fashion: "Call Philip Winters!" "Philip Winters there!" "Where's Philip Winters?" "Why doesn't Philip Winters answer?" "Does Philip Winters answer?" "Are you Philip Winters?" "No." "Then stand back out of that." "Is Philip Winters there?" "Philip Winters does not appear." "Will yez keep silence there?" And so on, till some policemen struggled to the table with a prisoner, who is forthwith asked, "Are your Philip Winters?" "No; I'm Thomas Boyd." "Then stand back." And the inquiries begin afresh. When the new police courts are opened, it is to be hoped that a thorough improvement may be observed in these respects, as well as in many others, in which the old court is defective.

THE CHAMPIONSHIP OF THE P.R.—The fight for the championship and £400 was to have come off on Tuesday morning. Every precaution had been taken. The battle was to have taken place between Joe Goss and Harry Allen, and all the arrangements had been made. On Saturday night, however, the whole business was most decisively quashed by the successful interference of the police. Allen, while on his way from his training-quarters to his town lodgings, was arrested, at Willesden junction, by four policemen, and was safely incarcerated in Bow-street. Goss, the pugilist with whom Allen had engaged to fight on Tuesday, was arrested, in Westminster Bridge-road, in the evening of that day. He was on Wednesday brought up at Bow-street and bound over to keep the peace, in amounts of £500, both for himself and for his sureties. Allen was afterwards liberated, on similar terms.

THE LONDON GAZETTE.

FRIDAY, AUG. 28.
BANKRUPT.—B. W. MARIS, Littlebury, corn factor.—B. C. GODWIN, Winchester, scrivener.—T. BROWN, Strand, hosier.—J. PAGE, Westbourne-place, grocer.—J. FRIDAY, Greenwich, licensed waterman.—G. BARTON, Cheltenham, coal merchant.—T. BARTON, Sevenoaks, corndealer.—J. H. LOTT, Whitstable, sailmaker.—W. H. COOPER, Milton-next-Gravensend, marine engineer.—W. COLLINGSWOOD, Maidstone, apothecary.—J. COBDEN, Holloway, builder.—J. BENNIS, Islington, commission traveller.—T. FERGUSON, Paddington, contractor.—G. FREEMAN, Hackney-wick, butcher.—H. BRIGGS, Manning-manufacturer.—H. A. DOBSON, Knightsbridge, coachsmith.—J. BROOK, Cobham, tailor.—T. G. WILKINSON, Southampton, clerk.—G. LADD, Kentish Town, cab proprietor.—E. CARR, Queen's school, governor.—J. T. TURNER, Clapham, retailer of beer.—J. J. MARTIN, Hoxney-road, grocer.—W. NASH, Redhill, street, Regent's Park, wheelwright.—H. P. JOHNSON, Camden Town.—J. N. POTTOW, Gray's-inn-road, commission agent.—F. CRONEY, Poplar, baker.—W. G. ORFORD, Birmingham, surgeon.—J. ECKIN, Church Eaton, schoolmaster.—J. TAYLOR, Walsall, J. SHAW, Tansall, grocer.—D. DAVIES, Swansea, tin-plate manufacturer.—A. E. POINTNEY, Yeovil, auctioneer.—E. PYKE, Taunton, baker.—J. HAYES, Great Grimsby, watchmaker.—E. and A. W. KENT, Great Grimsby, corn and flour dealers.—R. H. JOHNSON, Birkenhead, merchant.—T. Sissons, Preston, watchmaker.—G. and P. WOOD, Manchester, grocers.—E. H. ASHTON, Manchester, photographic engraver.—S. ASHTON, Tottenham, yardway.—W. DIGGER, Tything, glover.—M. GOSNELL, Cardiff, marine-store dealer.—J. THOMAS, Swansea, J. JOWLING, Ross, cabinetmaker.—E. BRUNT, Northampton, earthenware dealer.—R. LAIDLAW, Gateshead, grocer.—G. DEANE, Newbury, coachbuilder.—J. DRAPER, Henson, painter.—M. H. HASSALL, Coventry, watchmaker.—J. MATTHEWS, jun., Great Milton, cutlery dealer.—H. DIBBLE, West, Hatch, basket-maker.—W. BODGERS, Sheffield, bootmaker.—W. A. and E. MUMBY, Boston, engineers.—W. J. BOWEN, Tottenham, builder.—J. CHICKLEY, Leamington, From, milkman.—J. STALLARD, St. George, Gloucestershire, dealer in butter and poultry.—S. WEBB, Bristol, chairmaker.—G. BAKER, Bristol, painter.—S. SELEY, Bristol, boarding-house keeper.—E. LLOYD, Mold, grocer.—T. HUGHES, Mold, builder.—J. DE VRIES, Liverpool, commission agent.—W. MORRIS, Liverpool, baker.—W. McDOWALL, Carmarthen, draper.—T. B. BENT, Westbury, J. HULLEY, Sedgley, galvaniser.—S. KESSELL, Plymouth, licensed victualler.—COLLINS, Swansea, licensed victualler.—R. CHARLES, Brompton, artist.

TUESDAY, SEPT. 1.

BANKRUPTS.—J. AINSWORTH, Hackney, cooper.—M. A. BARNES, Camden Town.—G. ALEXANDER, Chapsall, collier manufacturer.—A. B. BEESTON, East Moulsey, clerk.—H. E. BRACHER, Holloway, salesman.—T. BROWN, Oxford-street, butcher.—C. GLASBEY, St. Pancras, turner.—J. W. CHOOK, Langley, carpenter.—P. S. DONNELLY, Peckham, builder.—W. EYES, Upper Norwood, tailor.—P. EZZELL, Camden Town, commercial traveller.—G. J. FERGUSON, Stoke Newington.—F. FLORE, City-road, blacksmith.—S. WRIGHT, Hereford, dyer.—G. HARRIS, Woolwich, Ontario wine merchant.—W. HARRIS, Woolwich, grocer.—J. HILLIER, Fulham-road.—H. HILLS, Rotherhithe, seaman.—J. JAMES, Brompton, auctioneer.—F. JENNINGS, Peckham, greengrocer.—C. M. KING, Dalton, com-bary, commission merchant.—W. B. LEWIS, Catford, picture dealer.—T. LOCKETT, Camden Town, ham and tongue dealer.—G. L. MAHER, Ryelane, baker.—E. and A. MARSHALL, Portland-place, job and post masters.—A. B. METEYARD, Norwood, auctioneer.—G. MONTEITH, Whitechapel.—W. POULTER, sen., St. George's-yard, Blundell-street, cabdriver.—J. POWELL, Newington-batte, perambulator manufacturer.—E. RICHENS, South Hackney, commission agent.—T. SKIDMORE, Kent-street.—W. SLUGG, Islington, clerk.—B. SMITH, Holborn, barrister.—G. SMITH, New Bond-street, gunmaker.—S. TOZER, Marylebone-road, lathe-renter.—W. SPENCE, jun., Kentish Town, clerk.—A. and E. THOMAS, Somerset-street, dressmakers.—F. W. STONE, Finsbury.—J. TUCKER, Kennington Park.—J. E. TUGMAN, Islington, commission agent.—R. D. WALKER, Brixton-road.—G. WOODS, Surbiton, greengrocer.—R. YOUNG, Tunbridge Wells, carman.—T. ADAMSON, Bishop Auckland, brewer.—T. ALCOCK, Finsbury, market gardener.—J. ALLOPOT, Nunston, victualler.—P. BAILEY, Hauxley, brewer.—W. I. BAXTER, Stourbridge, innkeeper.—J. BECKETT, Bolton, basket-maker.—M. J. BRICE, East Endleigh, innkeeper.—J. S. BRUNTEE, Epworth.—T. R. CRISMAN, Darlington.—M. GAGO, Flaxley, carpenter.—J. GUNNINGHAM, Manchester, cotton dealer.—G. S. DOUGLAS, Bolton, medical practitioner.—J. GLOVER, Hoxbury, beer-seller.—G. GUNN, Sheffield, brewer.—J. HATTON, Leeds, ale and porter dealer.—A. HUGHES, Horse Haylake, provision dealer.—J. HAWKES, Gloucester, linen-draper.—T. L. HAVESLEY, Leicester, dyer.—W. LUST, Birmingham, provision dealer.—C. NOLLS, Bramham, builder.—T. W. PRICE, Wednesbury.—J. FRIDHAM, Stoke Damers, pig-dealer.—I. ROBERTS, Yppity Ifan, butcher.—C. RUSSELL, Guildford, licensed victualler.—M. A. SHELTON, Walsley.—E. E. SYKES, Alpotha, Leekway.—G. THWAITES, Leek, pig-dealer.—W. WIGGLESWORTH, Halifax.—T. WALKER and W. S. HACKETT, Birmingham, brassfounders.—W. WALKER, Birmingham, provision dealer.—F. WILD, Norwich, accountant.—T. WILLIAMS, Broom's grocer.—W. WILLING, Slapton, miller.—R. WOODFILL, Birmingham.

DIED, on the 1st inst., at 3, Vincent-square, Westminster, Arthur, elder son of Edward Draper, Esq., aged one year and nine months.

